

URBAN/MUNICIPAL

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1988

JAN. - MARCH

1988

HAMILTON, ONT COUNCIL

Committee Agendas

TRANSPORT AND ENVIRONMENT

COMMITTEES

1988 -







URBAN/MUNICIPAL  
CAYON HBLAOS  
C5176



K. E. AVERY  
DEPUTY CITY CLERK

CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

## THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1987 December 23

### NOTICE OF MEETING

#### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, January 4, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

R. C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

### A G E N D A:

1. Minutes of the November 30, 1987 meeting of the Transport and Environment Committee (Copy to follow) *not received as of June 1, 1988*

### PURCHASING

2. (a) Labour and Equipment Rental for 1987-88 Winter Season  
(b) Supply and Delivery of PVC Conduit and Fittings  
(c) Supply and Delivery of Glass Beads  
(d) Supply and Delivery of Street Name Sign Extrusions  
(e) Supply and Delivery of Reflective Sheeting  
(f) Supply and Delivery of Traffic Poles and Hardware, and Traffic Signal Arms  
(g) Supply and Delivery of Sign Blanks  
(h) Blue Box Program - Price Increase

URBAN MUNICIPAL

DEC 29 1987

GOVERNMENT DOCUMENTS







### CITY SOLICITORS

3. Proposed expropriation for extension of Greenhill Avenue
4. Garbage Collection Agreement - 470 Stone Church Road East  
Municipal Non-Profit (Hamilton) Housing Corporation

### DIRECTOR OF TRAFFIC SERVICES

5. Boulevard Parking
  - (a) 10 Sanford Avenue North
  - (b) 71 Rebecca Street
  - (c) Discharge of Agreement - 85 Robinson Street
6. Parking Regulations
  - (a) The south side of Haymarket Street east of Hughson Street South
  - (b) Balsam Avenue South between Main Street East and Maplewood Avenue
  - (c) The south side of Napier Street between Wellesley Street and Pearl Street North
  - (d) East side of Rendell Boulevard between Brucedale and Queensdale Avenues
  - (e) Arnold Street between Forsyth Avenue South and Dalewood Avenue South
7. School Traffic Officer
  - (a) Intersection of Upper Wellington Street and Fennell Avenue East
  - (b) Intersection of Garrow Drive and Cranbrook Drive
  - (c) Intersection of Napier Street and Locke Street
  - (d) Intersection of Queen Victoria Drive and Queenslea Drive
  - (e) Temporary Assignment - Intersection of Franklin Road and East 27th Street
  - (f) Intersection of Stonechurch Road and Courtland Avenue







8. Request for a Reserved Permit Parking Space for Handicapped Resident - No. 112 Ontario Avenue
9. 1988 Current Budget - Proposed Revenue Packages
10. Intersection Control - Intersection of Huckleberry Drive/Huckleberry Place and Strawberry Drive
11. Application for a Time Limit Exemption Permit - 123 MacNab Street South
12. Turn Control Regulation - Britannia Avenue, East of Kenilworth Avenue North

#### ENGINEERING

13. Inadvertent Encroachment Agreement
  - (a) On Hunter Street West, Abutting 117 Ray Street South
  - (b) 366 Jackson Street West
  - (c) 74 East Avenue North
14. Banner Display
  - (a) October 31, 1988 to November 7, 1988
  - (b) January 25, 1988 to February 1, 1988
  - (c) August 15, 1988 to August 22, 1988
  - (d) January 18, 1988 to January 25, 1988
15. Spencer Creek Floodline Mapping
16.
  - (a) Incorporating Certain Lands into Chert Avenue and National Drive
  - (b) Incorporating Certain Lands into Rexford Drive
17. Annual Permits for Overweight Vehicles - Traffic By-law 66-100
18. Annual Overload Permit - Stelco
19. Plan of Subdivision - "Rymal Survey Addition", Hamilton
20. 1988 Reconstruction Program







## PUBLIC WORKS

21. Collection of Compacted Waste from Apartments

## BILLS

22. (a) By-law respecting the construction of local improvements of a finished roadway and concrete sidewalks & curbs on Limeridge Rd. - \$516,000.00.
- (b) By-law respecting the construction of local improvements of a finished roadway and concrete curbs on Ferguson Ave. from approximately 64 m north of Burlington St. to Dock Service Rd. - \$158,000.00.
- (c) By-law respecting the construction of local improvements of an independent concrete sidewalk on south of Main Street West - \$41,300.00.







OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Mountable Curb Replacement	Nov. 2/87	Tabled	To be considered during '88 Budget deliberations
2. Letter from Ms. Darlene McGrator - 4 Kinrade Ave.	Nov. 16/87	Ald. Agro	Review Pending
3. Princess Street Road	Nov. 16/87	Mr. Leach	Report Pending
4. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
5. Hamilton Perimeter Road Report	Nov. 10/87	Mr. Leach	Report Pending
6. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Leach	Awaiting response from applicant
7. Intersection of Regent and McIntosh Avenues	May 26/87	Mr. Main	Tabled until further notice of Alderman Murray
8. Burlington and Mary Street - School Traffic Officer further	July 31/87	Mr. Main	Tabled until further notice - Alderman Agro





FOR ACTION

2 (a)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.01

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

SUBJECT - LABOUR AND EQUIPMENT RENTAL FOR 1987-88 WINTER SEASON

RECOMMENDATION

That purchase orders be issued for the provision of labour and equipment rental as and when required during the 1987-1988 winter season, in accordance with specifications issued by the Manager of Purchasing and Vendors' tender, as follows:

1. 741806 Ontario Inc., Operating as Blizzard Snow Plowing, Hamilton

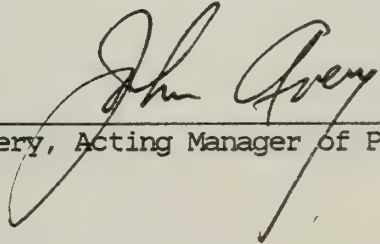
One track sidewalk cleaner with blade - \$40.00 per hour

2. Shanmark Construction Co. Ltd., Caledonia

One Motor Grader - \$74.00 per hour

As this additional equipment is required to compliment the snow clearing equipment, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

NOTE: Only two tenders received. Funds provided in Hired Equipment Various Accounts.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND

Twelve (12) suppliers were requested to bid.

*87.12.01*





FOR ACTION

2(b)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.21

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

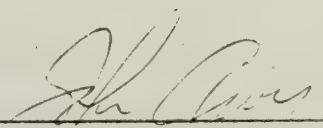
SUBJECT - SUPPLY AND DELIVERY OF PVC CONDUIT AND FITTINGS, TRAFFIC  
DEPARTMENT, 1988

RECOMMENDATION

That purchase orders be issued for the supply and delivery of PVC Conduit and Hardware as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

- |                                 |             |
|---------------------------------|-------------|
| 1. Westinghouse/Wesco, Hamilton | \$14,470.91 |
| 2. Vallance Brown, Hamilton     | \$12,866.11 |

NOTE: Lowest of eight (8) tenders received. Funds provided in Stock Materials-Traffic Signals Account #0394-3323.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

	<u>PVC Conduit, Etc.</u>	<u>Junction Boxes, Etc.</u>
Westinghouse/Wesco, Hamilton	\$14,470.91	\$17,829.85
Vallance Brown, Hamilton	\$15,323.47	\$12,866.11
Guillevin International, Hamilton	\$15,110.48	\$12,986.55 *
Westburne, Hamilton	\$16,022.35	\$13,311.55 *
Nedco, Hamilton	\$16,928.39	\$13,890.91 *
Ellis & Howard,, Hamilton	\$15,623.39	\$13,803.16 *
Mills Lighthouse, Hamilton	\$14,507.44	\$13,341.51 *

\* - Incomplete bids  
Eleven suppliers were requested to bid.





FOR ACTION

2(c)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.17

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

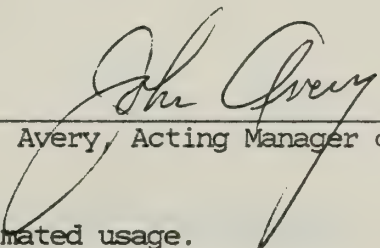
Your File No. 3-5.1

SUBJECT - SUPPLY AND DELIVERY OF GLASS BEADS, TRAFFIC DEPARTMENT, 1988

RECOMMENDATION

That a purchase order be issued to Flex-O-Lite of Canada, St. Thomas for the supply and delivery of Moisture proof drop-on Glass Beads for street painting as and when required during 1988, at a unit cost of \$13.75 per 50 lb. bag, plus 7% Provincial Sales Tax, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender

NOTE: Only tender received. Funds provided in Stock Materials-Pavement Markings Account #0394-3324.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

Flex-O-Lite of Canada, St. Thomas

\$16,500.00 plus 7% PST





F O R   A C T I O N

2(d)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.17

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

SUBJECT - SUPPLY AND DELIVERY OF STREET NAME SIGN EXTRUSIONS,  
TRAFFIC DEPARTMENT, 1988

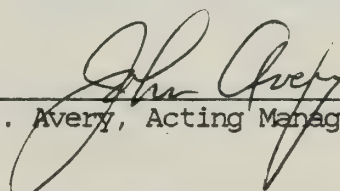
RECOMMENDATION

That a purchase order be issued to Brome Stampings & Alloys, Mississauga for the supply and delivery of Street Name Sign Extrusions as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

6" - \$2.60 foot

8" - \$3.68 foot, including all charges

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Materials Street Name Signs Account #0394-3326.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

Brome Stampings & Alloys, Mississauga      \$19,296.00

Owl-Lite Signs Inc., Rexdale                      23,031.00

Mechanical Advertising Inc., Oshawa              29,016.00

Federal sales tax exempt. Provincial sales tax extra at 7%.



FOR ACTION

2(e)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.17

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

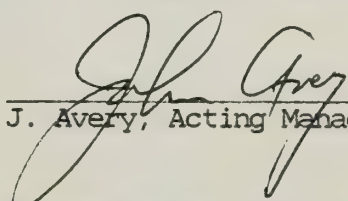
Your File No. 3-5.1

SUBJECT - SUPPLY AND DELIVERY OF REFLECTIVE SHEETING, TRAFFIC DEPARTMENT, 1988

RECOMMENDATION

That a purchase order be issued to 3M Canada Inc., London for approximately \$78,210 to supply and deliver Reflective Sheeting as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Lowest of two (2) tenders received. Funds provided in Stock Materials Account #0394-3325.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

3M Canada Inc., London

\$78,209.68

Masuko International, Woodbridge

57,655.75 Incomplete tender

Federal and Provincial sales taxes are exempt.





FOR ACTION

2 (f)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.17

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

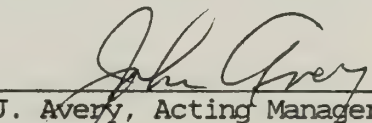
SUBJECT - SUPPLY AND DELIVERY OF TRAFFIC POLES AND HARDWARE, AND  
TRAFFIC SIGNAL ARMS, TRAFFIC DEPARTMENT, 1988

RECOMMENDATION

That purchase orders be issued for the supply and delivery of traffic poles and hardware, and traffic signal arms as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

- |                                 |             |
|---------------------------------|-------------|
| 1. Westinghouse/Wesco, Hamilton | \$31,873.72 |
| 2. Vallance Brown, Hamilton     | 15,437.48   |

NOTE: Lowest of eight (8) tenders received. Funds provided in Stock Materials Traffic Signals Account #0394-3323.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

	<u>Traffic Poles</u>	<u>Signal Arms</u>
Westinghouse/Wesco, Hamilton	\$31,873.72	\$19,555.57
Vallance Brown, Hamilton	37,044.79	15,437.48
Guillevin International	31,978.34	20,015.96
Union Electric, Hamilton	32,453.27	19,820.22
Westburne, Hamilton	32,483.62	18,027.06
Nedco, Hamilton	37,519.28	15,607.66
Ellis & Howard, Hamilton	38,012.87	15,810.05
Sentinel Pole & Traffic, Downsview	38,364.85	16,295.03





FOR ACTION

2(9)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.17

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

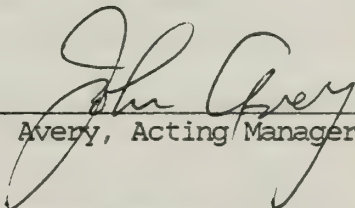
Your File No. 3-5.1

SUBJECT - SUPPLY AND DELIVERY OF SIGN BLANKS, TRAFFIC DEPARTMENT, 1988

RECOMMENDATION

That a purchase order be issued to Provincial Traffic Signs, Port Perry, for an approximate value of \$28,422 to supply and deliver Sign Blanks as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Materials Traffic Sign Account #0394-3325.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender analysis based on estimated usage.

Provincial Traffic Signs, Port Perry      \$28,421.50

Mechanical Advertising, Oshawa      38,698.55

Owl-Lite Signs, Rexdale      42,225.45

Federal and Provincial sales taxes are exempt.



2 (H)

FOR ACTION

FROM J. Avery, Acting Manager of Purchasing  
TO TRANSPORT & ENVIRONMENT COMMITTEE

DATE 87.12.22

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

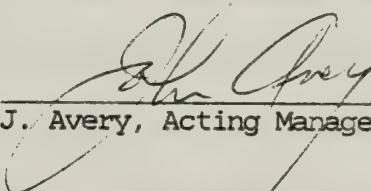
Your File No. 3-5.1

SUBJECT - BLUE BOX PROGRAM - PRICE INCREASE

RECOMMENDATION

- That:
- 1) the City Council approve the increase of \$0.44 per blue box, as requested by the City's supplier, Busch-Coskery, from \$3.99 per box to \$4.43 per box (plus P.S.T.). Total cost increase - \$38,134.80
  - 2) the City purchase an additional 8,100 boxes at \$5.00 per box (plus P.S.T.) for a total cost of \$43,335. The above cost increase and additions to be shared with the Ministry of the Environment (1/3), O.M.M.R.I. (1/3) and the City of Hamilton (1/3).
  - 3) the above approvals be conditional upon receipt of written approval from the Ministry of the Environment and O.M.M.R.I.

NOTE: Funds provided in Capital Budget, Reserve for Capital Projects Account #0280-27.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND

The City's "Blue Box" supplier, Busch-Coskery of Canada, has advised this office of significant unexpected increases in the price of the resins necessary to produce blue recycling boxes. As our investigations with other manufacturers, municipalities and the trend of recent tenders for these boxes verifies Busch-Coskery's statements in this regard, we are looking favorably upon Busch-Coskery's requested increase.

Busch-Coskery, as per the attached letter, has proposed a unit increase of \$0.44 - from \$3.99 per unit to \$4.43 (based on payments being C.O.D. or \$4.50 based on net 30 days).

Also attached is a copy of our Tender Summary which shows that the second lowest acceptable tender (which was from A-1) was \$1.35 per box higher than Busch-Coskery. It is \$0.91 per box higher, even after the proposed increase. (Note that Viceroy was ruled out as an acceptable tenderer due to their lack of performance and other problems in supplying Brampton's blue boxes.)



TO: Transport & Environment Committee  
SUBJECT: Blue Box Program - Price Increase  
Page 2

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BACKGROUND Continued

As a result of the current and projected significant increases in the cost of these boxes, we propose to purchase an additional 8,100 boxes at the price quoted by Busch-Coskery for this purpose (\$5.00/additional box). This is to take care of broken and lost boxes as well as minor expansions of this service.

Total proposed costs remain within the estimated budget of \$445,500, as follows:

a) 81,000 boxes @ \$4.43	\$358,830.00
b) 8,100 additional boxes @ \$5.00	40,500.00
c) Provincial sales tax	<u>27,953.10</u>
TOTAL	\$427,283.10

leaving a balance of \$18,216.90 to cover special distribution costs.

Both the Ministry of the Environment (M.O.E.) and the Ontario Multi-Material Recycling Inc. (O.M.M.R.I.) have verbally agreed that the unexpected resin price increases have occurred and that they will formally approve the recommended increase in price and additional boxes to be purchased.

It is recommended that the increase in price and additional boxes be approved.

# Busch-Coskery of Canada

1502 Gregwood Road, Mississauga, Ontario. L5H 2T4  
Telephone: 416-274-9619



November 30, 1987

Corporation of the City of Hamilton  
Joe Pavelka  
Director of Public Works  
City Hall  
Hamilton, Ontario  
L8N 3T4

Dear Joe:

As I had expressed to you earlier, there have been a number of resin increases in the polyethylene market over the past few months and two major increases since the submission of your tender #T14-11-87. These increases have been unexpected and extremely severe and have consequently caught several manufacturers such as ourselves off-guard.

Since your tender due date of August 28, 1987 there has been a series of three increases which have led to ourselves being placed in a drastic loss position for your order and that of the Town of Flamborough. The total increases amount to a very significant amount of money as far as we are concerned and without some concessions from the City of Hamilton, we feel that it may place us in a position to turn the contract. This option is of course a last resort and we feel that since all manufacturers in North America have been faced with this same series of increases that we will be able to arrive at an equitable solution for both parties.

These price increases are reflected in the rising prices of the 'Blue Boxes' from all manufacturers with the current market price at over five dollars per unit. We have been working extremely hard at solving this problem and we are still on target for our delivery dates, possibly even a slight bit ahead for the final delivery date. We are asking for an increase in the purchase price

# Busch-Coskery of Canada

1502 Gregwood Road, Mississauga, Ontario. L5H 2T4  
Telephone: 416-274-9619



...2

from \$3.99 to \$4.50 and in doing this, we would also offer an additional 16,000 units to the City of Hamilton for a delivered price of \$5.00 per unit including federal tax. This would represent a significant savings to the City of Hamilton for the boxes they will be requiring for future expansion your city. The estimated price a year from today for these containers will be in the six to seven dollar range. Already one of the main suppliers is over six dollars per unit for a container which sold back in May of this year for a mere \$4.10 per unit.

We at Busch-Coskery of Canada are very disheartened by the situation however, we have no control over the North American and world resin market prices. We hope that you may see our plight and will be willing to sit down and discuss these changes with us. Thank you for your patience and understanding in this very serious matter.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephen B. Coskery".

Stephen B. Coskery  
Partner  
Busch-Coskery fo Canada





DU PONT CANADA INC.

MISSISSAUGA, ONTARIO L5H 2T4

TELEPHONE (416) 291-1000 • TELEFAX (416) 291-1001

PLASTICS BUSINESS UNIT

MISSISSAUGA 1987 NOVEMBER 23

Mr. S. Coskery  
Busch-Coskery Canada  
1502 Gregwood Road  
Mississauga, Ontario  
L5H 2T4

Dear Steven:

This letter is in response to your enquiry regarding polyethylene resin price increases.

In the several years prior to 1986, the North American ethylene and polyethylene business in general, had been in a loss or very low profitability mode. Over capacity in both ethylene and polyethylene had been a major factor in depressing prices (see attached charts).

With respect to recent events, in late 1985, the supply/demand situation came into a better balance as the markets for polyethylene improved. In 1987, we have experienced a growth of approximately 10% in a mature market that typically sees a growth rate of 3-4%. As a result, the present capacity utilization for polyethylene is close to 95% in North America. At the same time, the ethylene price has increased. Therefore, we have seen several price increases over the past year.

Due to the continued pressure on the demand for polyethylene and the virtually "sold out" nature of supply, the trend is likely to continue upwards in early 1988.

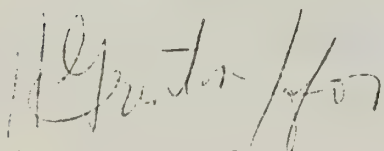
- 2 -

I have attached some charts from Stats Canada information that puts the recent increases into perspective - the industry price has only just moved above the 1981 average price with the October increase. Therefore, although polyethylene prices have averaged a growth rate of 0% over the past six years, several downstream businesses have seen growth rates of 3-8%.

I have also attached some industry articles that might be interesting to you.

Please feel free to give me a call if you have any questions.

Yours truly,  
DUPONT CANADA INC



G. Pennycook  
Senior Marketing Representative.

/s/ G. Pennycook  
Attachments:



DU PONT CANADA INC.

BOX 25 • TORONTO-DOMINION CENTRE • TORONTO, ONTARIO • M5K 1B6  
TELEPHONE (416) 362-5621

PLASTICS BUSINESS UNIT  
TORONTO 1987 AUGUST 31


Dear Customers:

I expect that you are aware of the extreme tightness in supply which is appearing in both polyethylene and ethylene markets in Canada and the rest of the world. This is causing significant upward pressure on ethylene and subsequently, polyethylene prices.

As a result we are increasing our prices for all Solclair\* and Alathon\*\* polyethylene resins by 15¢/kg on October 1st, 1987. Standard upcharges for less than hopper car quantities will not change at this time.

Yours truly,

DU PONT CANADA INC.

  
D.G.F. Sansom  
Industry Manager, Polyethylene

- \* Du Pont Canada Inc.'s trademark for its polyethylene resins.
- \*\* Cain Chemical Inc.'s trademark for its polyethylene resins.

OTHER SUPPLIERS.  
- ESSO



DUPONT CANADA INC.

BOX 25 • TORONTO-DOMINION CENTRE • TORONTO ONTARIO • M5A 1E5  
TELEPHONE (416) 362-5621

PLASTICS BUSINESS UNIT  
TORONTO 1987 JUNE 1

Dear Customers:

Effective July 1st, 1987 prices for all Solclair\* and Alathon\*\* polyethylene resins will increase in all market segments by 90/kg.

There will be no increase at this time on standard upcharges for less than hopper car quantities.

Yours truly,

DUPONT CANADA INC.

*[Handwritten signature]*  
D.G.F. Sansom  
Sales Manager, Polyethylene

EGFS:hng

\* DuPont Canada Inc.'s tradename for its polyethylene resins.

\*\* E.I. duPont de Nemours and Company Inc.'s tradename for its polyethylene resins.





DU PONT CANADA INC.

BOX 26 • TORONTO-DOMINION CENTRE • TORONTO ONTARIO • M5K 1B6  
TELEPHONE (416) 362-5621

PLASTICS BUSINESS UNIT  
TORONTO 1987 APRIL 08

Dear Customers:

This is a revision to my letter of March 12, 1987. Instead of the price increases announced at that time, the following list price increases for all Solair\* and Alathon\*\* will be instituted on April 15th, 1987:

Blow Moulding	=	+ 8¢/kg
Film - High Density	=	+ 8¢/kg
Film - Low Density	=	+ 8¢/kg
Injection Moulding - HD	=	+ 8¢/kg
Injection Moulding - LD	=	+ 8¢/kg
Oriented Structures	=	+ 8¢/kg
Pipe	=	+ 8¢/kg
Rotomoulding	=	+ 8¢/kg
Sheet	=	+ 8¢/kg
Cable	=	+ 8¢/kg

- \* DuPont Canada Inc's tradename for its polyethylene resins.  
\*\* E.I. duPont de Nemours and Company Inc's tradename for its polyethylene resins.

There is no change at this time on standard upcharges for less than hopper car quantities.

Yours truly,

DU PONT CANADA INC.

D.G.F. Sansom  
Sales Manager, Polyethylene

Canada Pavilion  
1987-1988



DU PONT CANADA INC.

BOX 25 • TORONTO-DOMINION CENTRE • TORONTO, ONTARIO • M5K 1B5  
TELEPHONE (416) 362-5E21

PLASTICS BUSINESS UNIT  
TORONTO 1987 MARCH 12

Dear Customers:

Effective April 15th, 1987 prices for all Sclair\* and Alathon\*\* polyethylene resins will increase based on the following market segment breakdown:

Blow Moulding	=	+ 9¢/kg
Film - High Density	=	+ 9¢/kg
Film - Low Density	=	+12¢/kg
Injection Moulding - HD	=	+ 9¢/kg
Injection Moulding - LD	=	+12¢/kg
Oriented Structures	=	+ 9¢/kg
Pipe	=	+ 9¢/kg
Rotomoulding	=	+ 9¢/kg
Sheet	=	+ 9¢/kg
Wire and Cable	=	+ 9¢/kg

\*Sclair is a registered trademark of E.I. duPont de Nemours and Company Inc.  
\*\*Alathon is a registered trademark of E.I. duPont de Nemours and Company Inc.'s tradename for its polyethylene resins.

There will be no increase at this time on standard upcharges for less than hopper car quantities.

Yours truly,

DU PONT CANADA INC.

D.G.F. Sansom  
Sales Manager, Polyethylene

DGFS:hng



DUPONT CANADA INC.

BOX 25 • TORONTO-DOMINION CENTRE • TORONTO, ONTARIO • M5K 1B5  
TELEPHONE (416) 362-5521

PLASTICS BUSINESS UNIT  
TORONTO 1986-DECEMBER-31

Dear Customer:

This letter confirms a revision to our December 5th increase on Sclair\* polyethylene injection moulding resins from 10¢/kg to 8¢/kg. The price increase on blow moulding resins of 5¢/kg remains the same.

A copy of our list prices for injection and blow moulding resins in hopper cars quantities is attached. Also a copy of our standard upcharges for alternative packaging and additives is enclosed.

If you have further questions, please contact your area marketing representative.

Yours truly,

DUPONT CANADA INC.

D.G.F. Sansom  
Sales Manager, Rigid Packaging

DGFS:hng  
attachments:

\*Sclair is a registered trademark of DuPont Canada Inc. for its polyethylene resins.

PLASTICS BUSINESS UNIT  
TORONTO 1986-NOVEMBER-05

Dear Customer:

Effective December 5th, 1986, the price for Sclair\* polyethylene injection moulding grade resins will increase by 10¢/kg and for Sclair\* polyethylene blow moulding grade resins will increase by 5¢/kg. No increase will occur at this time on standard upcharges for less than hopper car quantities or for special additives.

Attached are the new list prices for hopper car quantities of our injection moulding and blow moulding grades of Sclair\* polyethylene resin.

Yours truly,

DU PONT CANADA INC.

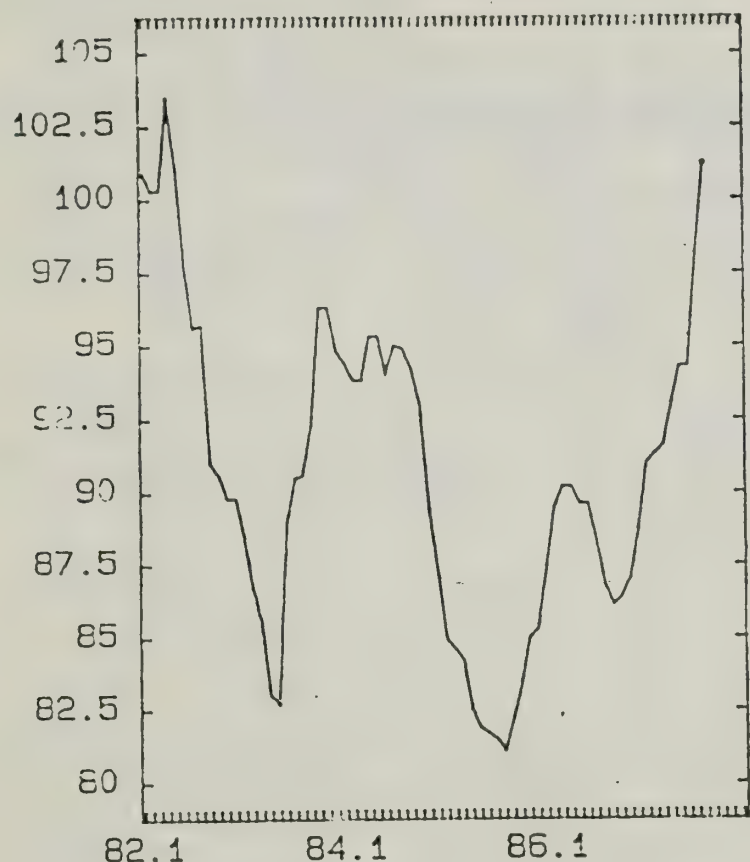
*[Handwritten signature]*  
Sales Manager, Rigid Packaging

DGFS:hng  
attachements:

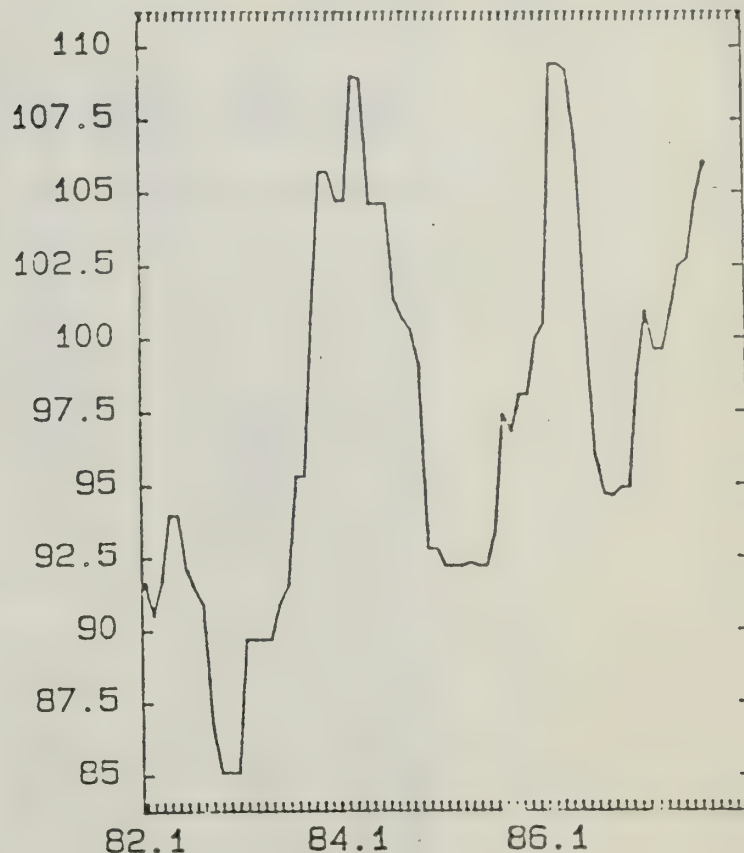
\*Sclair is a registered trademark of DuPont Canada Inc.



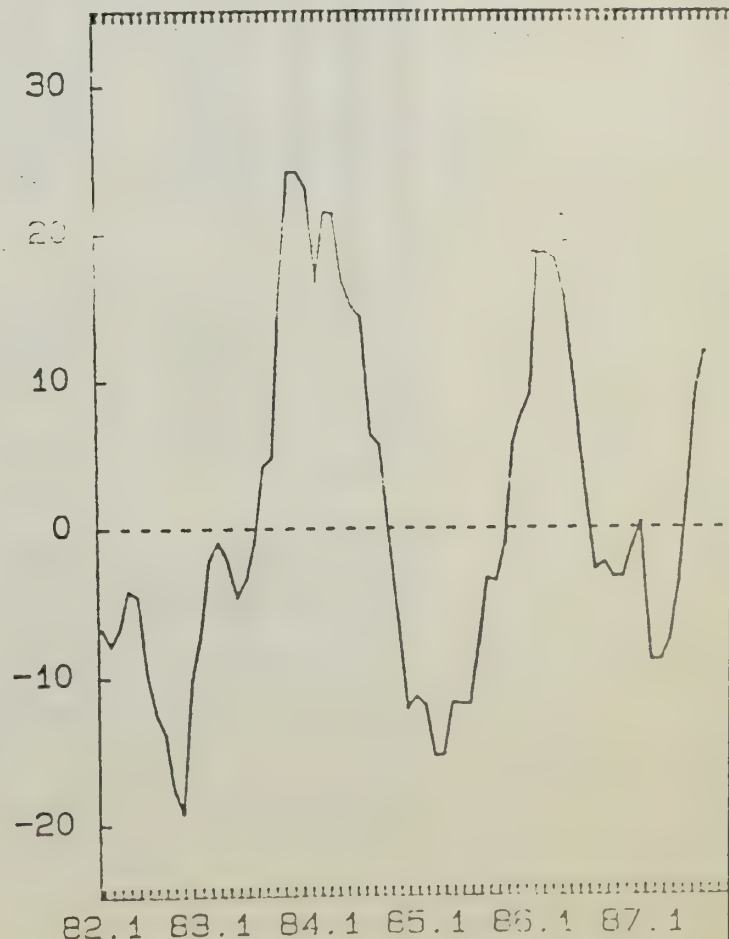
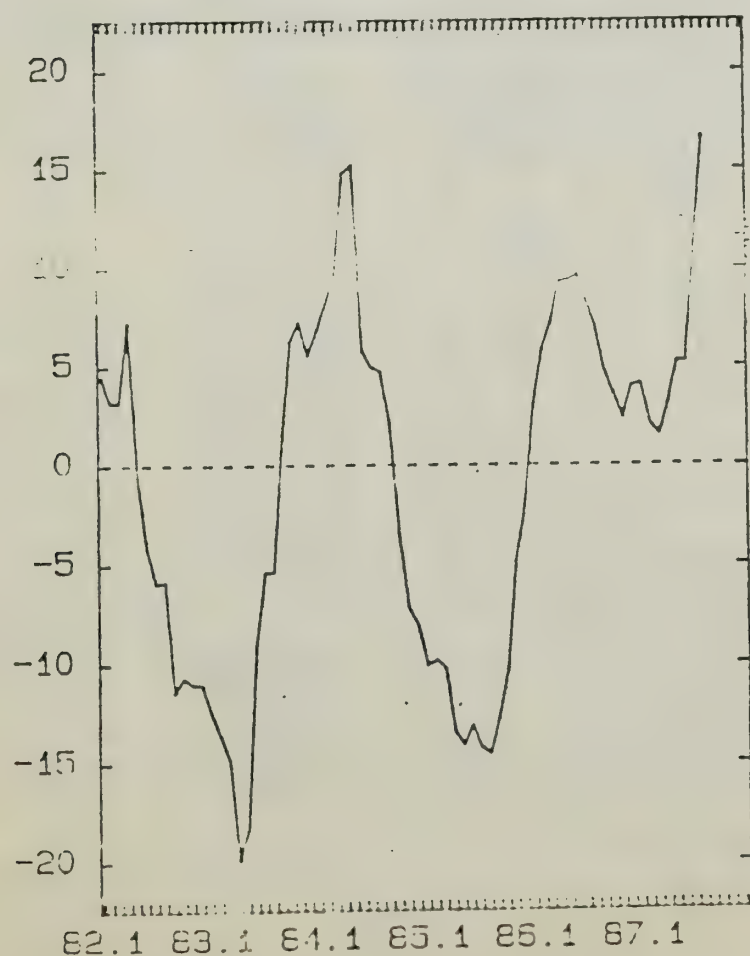
Product Price Index  
HIGH-DENSITY POLYETHYLENE RES. LOW-DENSITY POLYETHYLENE RES.  
(1981=100)



(% change from a year ago)



(% change from a year ago)



# Report On Plastics

## Olefins prices to rise fourth quarter

By Dan Charnas

Since July, the plastics pricing front has undergone a change. Styrenics price increases have cooled after posting sharp run-ups in the first half of this year which sent styrenics resin prices soaring. Now, ethylene and propylene tabs are on the rise, adding upward pressure to PE and PP prices. Also, several engineering resins have seen price hike in July and August.

Benzene, a key precursor to a host of plastics resins including styrenics, polycarbonate, nylon, phenolics, polyurethanes and unmodified polyesters has seen wild pricing swings so far this year. Starting out this year at \$1.12/gal (US) and rising steadily to a high of over \$2.00/gal (US) in July to its current \$2.00/gal (US). Analysts and chemical brokers in the Houston, Texas, area predict benzene prices are set to move up once again to \$1.10-\$1.20/gal (US) in September. Canadian benzene prices are referenced to US Gulf Coast tabs, according to Canadian resin suppliers.

In key benzene derivatives, styrene contract prices were quoted in the \$1.10/Kg range at presstime, down from a high of \$1.50/Kg in late June. Phenol prices were down from a high of \$1.25/Kg seen in late June to a current contract price of near \$1.00/Kg as were prices for nylon precursors, cyclohexane and caprolactam.

Benzene is undervalued selling at 95 cents/gal (US), according to feedstock analysts in the States and trading in the material is "bordered as perfect." With most chemical companies off-line this summer, a price increase is expected. "We should see a rise in benzene prices for fourth quarter," said an chemicals analyst with one Houston, Texas, research firm, "the question is, how much." Analysts and styrene suppliers project gains from \$1.10/gal (US) to \$1.50/gal (US). The gain in benzene prices will act to stabilize or increase feedstock prices depending on the amount of the increase which will, in turn, affect resin prices.

**Olefines**—Contract prices for the two principal olefine chemicals, ethylene and propylene, have increased and analysts expect prices to continue to firm through the end of the year.

Prices for ethylene had stood at or around the 39-40 cent/Kg range for the first half of this year. In August, ethylene contracts in the U.S. gained a penny/lb with another cent expected in September and perhaps a larger increase in October, according to feedstock supplier sources in the States. Commensurate increases are expected in Canadian prices. In propylene, a shortage of upgrade ca-

capacity to take refinery grade material to chemical and polymer grade, has made supplies of chemical and polymer grade material short. Prices for polymer grade have inched up from a low of 30 cents/Kg in January to a current \$3.54 cents/Kg. For Canadian processors the gains in ethylene and propylene tabs means firm PE and PP prices. Feedstockers in the States project ethylene and propylene prices could be in the low 60 cent/Kg (CAN) range by third quarter 1988.

Based on movements in feedstock prices outlined above and generally balanced supply and demand in most volume resin categories, here's a resin-by-resin look at what's ahead.

**Polystyrene**—Canadian processors have seen less drastic resin price movements recently compared to their U.S. counterparts. Polystyrene's July initiative to raise PS prices was undermined by reduction in styrene monomer costs due to the dramatic plunge in benzene tabs. Sources at the two major suppliers quote prices at the same levels since last issue: \$1.54/Kg for g-p crystal, \$1.56/Kg for high heat crystal, and \$1.66/Kg for impact. These prices generally reflect current U.S. prices. For the remainder of the year, supplier sources say, prices should stay stable unless feedstock costs gain appreciably. Definite to appreciable gain, suppliers report gains in styrene of more than six or seven cents/Kg would likely be required before resin prices would move up. Watching what occurs in benzene pricing over the next month will be an indication of styrene pricing in the near future.

**ABS, SAN, SMA**—These styrenic resins saw less dramatic increases over the first half than did PS and supplier sources say margins are still depressed. Demand for all three resins is said to be strong, showing growth in the 10 per cent range or higher for this year, according to the SPI.

Suppliers in the U.S. indicated September price increases were a possibility, however since July there has been no further word. Prices are considered stable.

**Polyethylene**—Prices, which advanced most recently this summer, are still firm with continued strong demand and tight supply and the added pressure of raw material cost increases. Prices for resin in the States are expected to gain in October, meaning that Canadian processors will likely see an increase later that month or in early November. At presstime, U.S. suppliers had not announced but observers were predicting across-the-board increases of two to three cents/lb (US), six to eight cents/Kg Canadian. Supply is a key issue in firming PE prices.

Many U.S. and Canadian suppliers find a lucrative outlet for resin in overseas markets where net prices are over North American prices. This affects domestic pricing two ways, drawing down inventory at suppliers and providing support for higher prices at home.

Current bulk railcar prices are quoted as follows:

<b>LDPE</b>	
G-P Injection	\$1 12-1 17/Kg
Film	\$1 06-1 11/Kg
Linear	\$1 04-1 10/Kg
Ext. Coating	\$1 06-1 14/Kg
<b>LLDPE (butene)</b>	
G-P	\$1 12-1 16/Kg
Film	\$0 98-1 00/Kg
Ext. Resin	\$1 17-1 19/Kg
Blow Mldg	\$1 07-1 12/Kg
<b>LLDPE (octene)</b>	
G-P	\$1 22-1 25/Kg
Film	\$1 15-1 18/Kg
<b>HDPE</b>	
Ext. Mldg	\$0 98-1 01/Kg
Blow Mldg	\$0 98-1 01/Kg
Film	\$1 10-1 13
Pipe	\$1 13-1 19/Kg

**Polypropylene**—Similar to PE, demand worldwide for PP resin remains strong and prices are considered firm. U.S. suppliers are expected to increase prices in October and Canadian prices are likely to follow with like increases soon afterward. Strong export demand acts to keep domestic supply tight and export prices are reportedly just under \$1 50/Kg for homopolymer grades. At presstime no U.S. suppliers had yet announced for October but a cross-section of sources from the U.S. and Canada indicate that the U.S. market is likely to be constrained post-October, according to suppliers.

Current bulk railcar prices are quoted as follows:

G-P Homopolymer	\$1 22-1 28/Kg
Random & Block	
Copolymer	\$1 32-1 36/Kg

**PVC**—Strong demand for pipe and siding grades are keeping supplier inventories at very low levels and prices firm. Suppliers in the U.S. are quoting pipe resin inventories of less than 10 days. Price increases on the order of six cents/Kg in both pipe and homopolymer grades are expected in the fourth quarter, according to analysts and supplier sources.

Current bulk railcar prices are quoted as follows:

G-P homopolymer	\$1 03-1 08/Kg
Pipe	\$1 00-1 07/Kg

**Nylon**—Price hikes from nylon 6 and 66 suppliers, effective in August have failed to move prices immediately in the U.S. Sources at suppliers say, it will be at least three months before prices begin to move up due to contract obligations. Analysts

forecast stable pricing in both 66 and 66 resins for the remainder of the year.

**Phenolics**—Suppliers had planned to push up prices by some 35 cents/Kg back in early July. Since then phenolic resin suppliers have pared back those announcements to tame prices based on resins in benzene and phenol prices. Resin price hikes now stand at six to 12 cents/Kg, according to recent announcements from suppliers. Effective dates for the hikes was to be August 1, but not all accounts have taken the increase, say supplier sources.

**PTO, PTFE**—Prices for Teflon PTFE natural resins from GE, Borg-Warner and others were expected to rise in the third quarter by September 1. At presstime word from suppliers had the hikes in the low 40 cents/Kg range, a bumper of expected performance in the Canadian market.

**Polycarbonate**—Resin prices are on the rise this quarter from a three North American suppliers. Increases in the low 40 cents/Kg range are expected from Dow Mobay, and GE in late August early September.

Dan Charnas is a freelance writer who specializes in monitoring and reporting on the resin pricing situation both in Canada and the U.S.

**D-M-E PLUS SERIES Nozzle Filters**

If you're a quality conscious injection molder, the only way to the most uniform, consistent part quality and lowest cost is to use D-M-E PLUS SERIES Nozzle Filters.

Higher resin quality, two-stage dual-stage filter, plus a 100% filter for improved part quality. The PLUS SERIES Nozzle Filters are a series of four diameter sizes, with larger contaminants being trapped in the center of the filtering element. The secondary circular chamber then remove much smaller contaminants (to .020" or .040", your option). Finally, the material is fed through a discharge holes into a blending chamber before exiting to the machine nozzle.

You reduce turbulence and get substantially improved molded parts with more uniform color, appearance and density. Plus...

Smother runs, less maintenance. The large filtration holes and constant reservoirs minimize pressure drops and

For more information or to place an order, contact our Mississauga office at (416) 677-6370. Represented in Western Canada by Total Plastics Service, Inc. (Delta, BC) (604) 946-1713. You can do more with D-M-E.

5710 Hurontario St. Mississauga, Ont. L4V 1G5

PROPOSAL ANALYSIS - AUGUST 28, 1987

RECYCLING BOXES - CURBSIDE COLLECTION BINS

PUBLIC WORKS DEPARTMENT

<u>VENDOR</u>	<u>PACKAGE A</u> 27,000 Del. in September	<u>PACKAGE B</u> 27,000	<u>PACKAGE C</u> 27,000 End of October	<u>PACKAGE D</u> 27,000 Early January '88	<u>PACKAGE D</u> Flamorough March '88
Busch-Coskery of Canada Mississauga Stephen Coskery 274-9619	No Bid	\$3.99 mid January '88	No Bid	\$3.99	\$3.9 mid-Jan. or March '88
Viceroy Rubber & Plastics Toronto Todd Bruhm 762-1111	No Bid	\$4.19 Nov. 20/87	\$4.19 mid-Nov. '87	\$4.03 early Jan. '88	\$3.92 early March
A-1 Products Corp. Etobicoke D. Yeo 626-6446	\$5.96 Sept. 20/87	\$5.34 mid-Nov. '87	\$5.34 end of Oct.	\$5.34 early Jan. '88	\$5.34 early Mar. '88
Buckhorn Material Handling Mississauga Ray Gargarella 678-6545	No Bid	\$5.50 Oct. 25/87	\$5.50	\$5.50	\$5.50
Allibert Industries Ltd. St. Pierre, Quebec Ted Preston 514-363-5430	No Bid	Pricing subject to future raw material increase. Delivery 25 working days. We provide artwork	\$5.57 Prices subject to change	\$5.57	\$5.57
S.C.I. Imports Weston Ludgl Cavalieri 747-6795	\$5.64	\$5.64	\$5.64	\$5.64	\$5.64

UNABLE TO BID - Canbar Inc.

OFFICIALS IN ATTENDANCE - R. Wheeler, Alderman  
E. A. Simpson, City Clerk  
T. Bradley, Manager of Purchasing



PROPOSAL ANALYSIS - PAGE TWO

	<u>MATERIAL</u>	<u>WARRANTY</u>	<u>MADE IN</u>	<u>REFERENCES</u>	<u>CAN. CONTENT</u>
Busch-Coskery of Canada	100% Virgin Material	Full 3 years	Barrle	New product	100%
	Weight-1.75 kg Size 22 x 15.75 x 11.5" deep	75% next 12 months 50% next 12 months			
Viceroy Rubber	Weight-2 kg	Full 2 year replacement	Toronto	Brampton -problems	100%
A-1 Products Corp.	Weight-4 lbs. Size-20 x 16 x 12	5 years	Etobicoke	See list in proposal City of Mississauga Laidlaw Waste	100%
Buckhorn Material	Weight-4.8 lbs. Size 20 x 16 x 12	5 years full	Mississauga	City of Ottawa, Kienerer Niagara Recycling, Edmonton	100%
Allibert Industries Ltd.		Full 12 months After 48 mos. 1/60th of cost per month - Plus storage charge	Quebec		100%
S.C.I. Imports					100%



F O R   A C T I O N

FROM P.M. Eker, Acting City Solicitor  
Chairman and Members  
TO Transport & Environment Committee  
Attention: Mr. J. D. Thompson  
Acting Secretary

DATE 1987 November 24

Refer To File No. 55-0.79

Attention Of D. A. Powers

Your File No.

SUBJECT

Proposed expropriation for extension of Greenhill Avenue.

## RECOMMENDATION

In order to extend Greenhill Avenue to provide a highway to serve a new subdivision known as "Nash Orchard Heights West" by expropriating a parcel of land for highway and municipal purposes comprising 656.65 square metres (7,068.3 square feet) shown as Parts 1 and 2 on Reference Plan 62R-8912, it is recommended that:

The City Clerk be authorized and directed to:

- (i) give Notice of the City's application to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
- (ii) advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and,
- (iii) sign and receive the said application for approval of this expropriation.

D. A. Powers  
for P. M. Eker  
Acting City Solicitor

## BACKGROUND

On September 1, 1987, (Item 1, 12th Report of the Transport & Environment Committee), Council authorized that steps be commenced to acquire this land (measuring approximately 42 feet by 163 feet) by expropriation to enable the City to extend Greenhill Avenue to service the new subdivision to be known as "Nash Orchard Heights West".

As the required land has been surveyed and searched, the next step under the Expropriations Act of Ontario is for the City to apply for approval to the proposed expropriation and to give Notice of its intention to the present property owners. These steps will be authorized by the above recommendation.

Under the Expropriations Act, each Notice of the City's intention shall indicate that anyone who receives the Notice may request an inquiry to report to Council as to whether or not the proposed expropriation is fair, sound and reasonably necessary in order to achieve the expropriation's objectives. Subsequently, if no inquiry is requested or after an inquiry is held, Council may then consider enacting an expropriation by-law.

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. J. R. G. Leach  
Commissioner of Engineering  
Attention: Mr. M. A. Chidley, O.L.S.  
Regional Surveyor

4

F O R M A T I O N

FROM Mr. P.M. Eker, Acting City Solicitor DATE 1987 December 14  
TO Transport & Environment Committee Refer To File No. 1-44.  
Attention Of Lorne Farr  
Your File No. \_\_\_\_\_

SUBJECT

Garbage Collection Agreement - 470 Stone Church Road East  
Municipal Non-Profit (Hamilton) Housing Corporation

RECOMMENDATION

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Municipal Non-Profit (Hamilton) Housing Corporation for the collection of garbage at 470 Stone Church Road East, Hamilton.

As the Municipal Non-Profit (Hamilton) Housing Corporation is owned by the Corporation of the City of Hamilton, Mr. Simpson the Insurance Committee Chairman is satisfied with the Municipal Non-Profit Housing Corporation's insurance policy.

BACKGROUND

The Applicant has asked the City to collect garbage pursuant to section 4, subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this Department has received and is satisfied with the documents; an agreement which has been executed by the Applicant.

c.c. Mr. J.G. Pavelka, Director  
Public Works Department

Attention: Mr. D. Heintz

c.c. Mrs. R. Campbell  
Architect's Department

*Lorne Farr for Paul Eker*  
*Acting City Solicitor*





5(a)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 04

Refer To File No. TEC-253-87

Attention Of M. Hazell

Your File No. 3-9.5

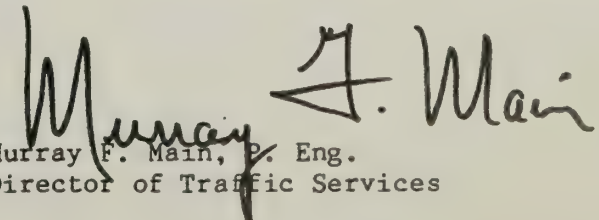
SUBJECT

Trane Service Agency, 10 Sanford Avenue North - Application for Boulevard Parking.

RECOMMENDATIONS

That the application by Trane Service Agency, to lease a portion of the boulevard of Acorn Street adjacent to No. 10 Sanford Avenue North be approved provided that:

- (i) the applicant pays the annual fees in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$100.00 per year) plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1986 February 14.
- (ii) the owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- (iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

Trane Service Agency, 10 Sanford Avenue North, has applied for permission to lease a portion of the road allowance of Acorn Street adjacent to this property to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required Boulevard Parking Agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement to the Traffic Department as well as a cheque in the amount of \$135.00 which represents the first annual leasing fee (\$100.00) and encroachment insurance charge (\$10.00) as well as the one time registration fee (\$25.00).











5(b)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 11

Refer To File No. TEC-257-87

Attention Of M. Hazell

Your File No. 3-9.5

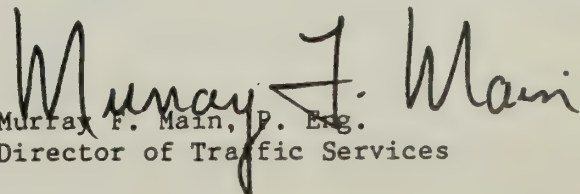
SUBJECT

Go Transit, Hamilton Bus Terminal, 71 Rebecca Street - Application for Boulevard Parking.

RECOMMENDATIONS

That the application by Go Transit to lease a portion of the boulevard of Catharine Street North adjacent to No. 71 Rebecca Street be approved, provided that:

- (i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$50.00 per year), plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.
- (ii) the owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- (iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (iv) the parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

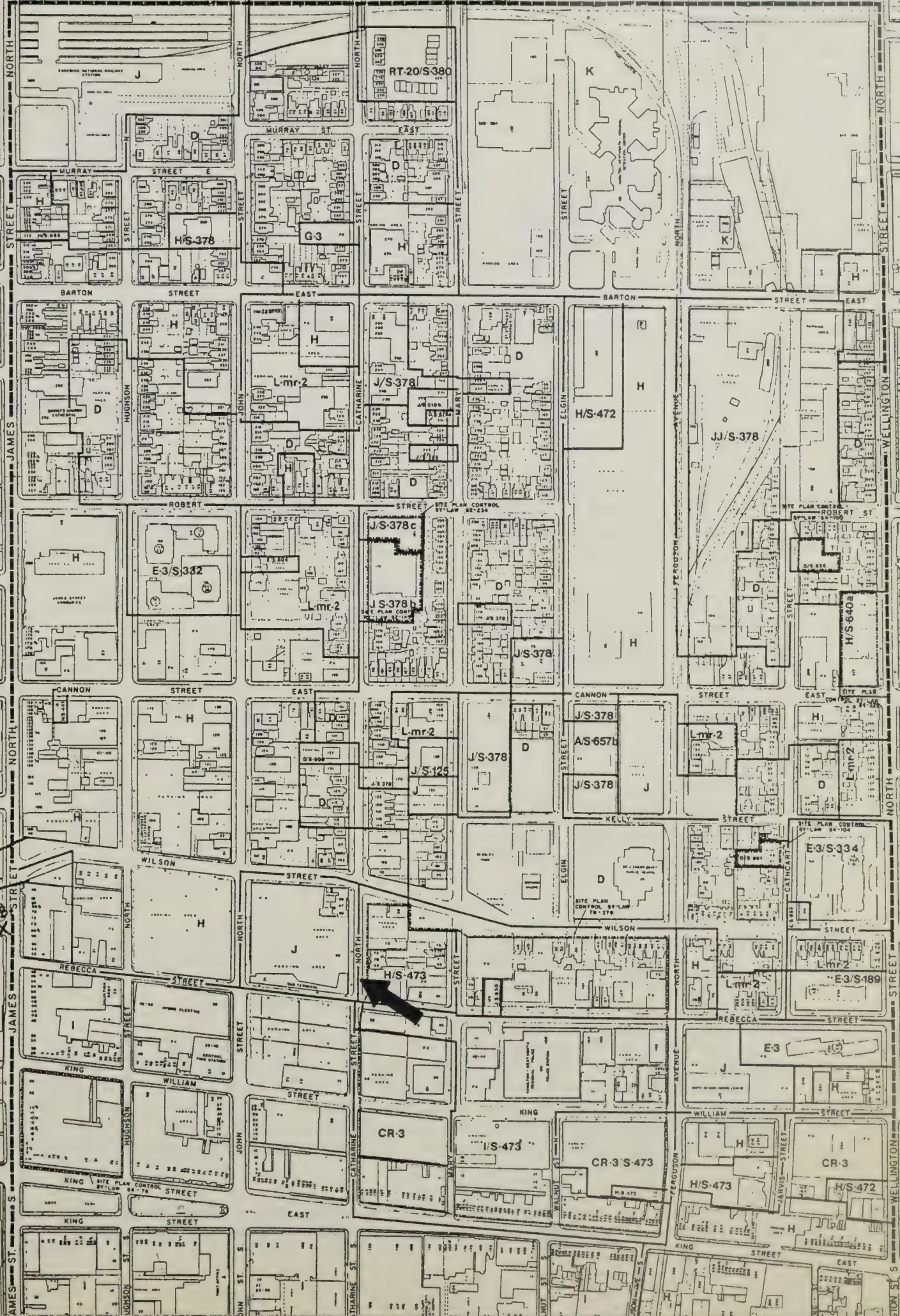
BACKGROUND

Go Transit, 555 Wilson Avenue Downsview, Ontario, has applied for permission to lease a portion of the road allowance of Catharine Street North adjacent to the Go Transit Hamilton Bus Terminal, 71 Rebecca Street, to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$85.00 which represents the first annual leasing fee (\$50.00) and the encroachment insurance charge (\$10.00), as well as the one time registration fee (\$25.00).









5(c)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1987 December 16

TO Transport and Environment Committee

Refer To File No. TEC-261-87

Attention Of M. Hazell

Your File No. 3-9.5

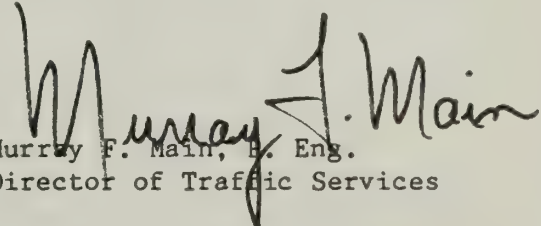
SUBJECT

Hamilton Thistle Club, 85 Robinson Street - Discharge of Boulevard Parking Agreement.

RECOMMENDATIONS

That:

- the boulevard parking agreement, registered as Instrument No. 221779 C.D., between Hamilton Thistle Holdings Limited and the City, which permits parking on the road allowance of Robinson Street adjacent to no. 85 Robinson Street be discharged, at the property owner's expense; and
- the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement, subject to the property owners executing an agreement to permit the paving to remain on the adjacent road allowance of Robinson Street (an area of approximately 756 sq.ft.); and
- the City Treasurer be directed to revise the billing records accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

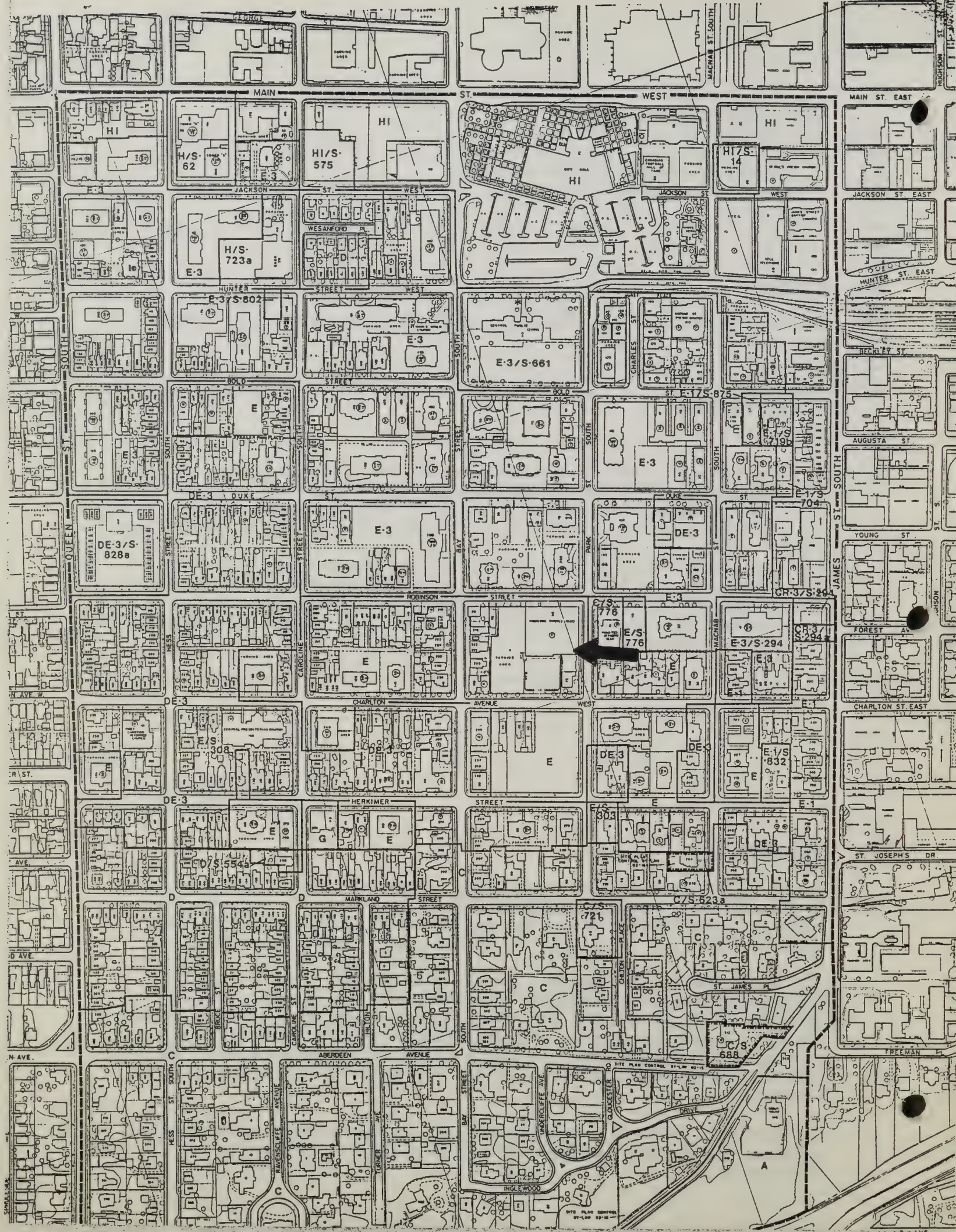
BACKGROUND

On 1982 July 27th, the City Council approved an application by the Hamilton Thistle Club, 85 Robinson Street, to permit parking on the adjacent City boulevard of Robinson Street. The agreement was registered in the Land Registry Office, as Instrument No. 221779 C.D., on 1982 August 19.

The solicitors for the Hamilton Thistle Club recently wrote to the City Clerk's and Traffic Departments, requesting that the agreement be discharged. The solicitors have advised that the property owners have agreed to execute a paving agreement and install pre-cast concrete curbing in order to allow the paving, but not the parking, to remain on the City road allowance. Therefore, the Traffic Department concurs with the request to discharge the subject agreement.

The Traffic Department is preparing a similar report on a request that the agreement for parking the Regional road allowance of Charlton Avenue be discharged.







F O R   A C T I O N

6(a)

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 November 23

Refer To File No. TEC-250-87

Attention Of M. Hazell

Your File No. 3-9.1

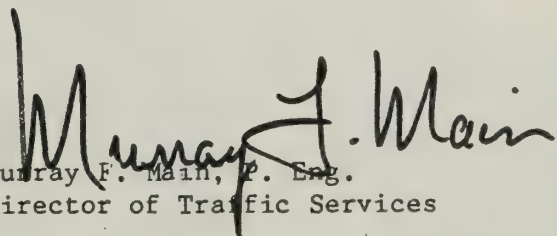
SUBJECT

The south side of Haymarket Street east of Hughson Street South - Parking Regulations.

RECOMMENDATION

That:

- a "No Parking Anytime" regulation be implemented on the south side of Haymarket Street commencing 92 feet east of Hughson Street South and extending to a point 123 feet easterly therefrom; and,
- the City Traffic By-law 66-100 be amended accordingly.

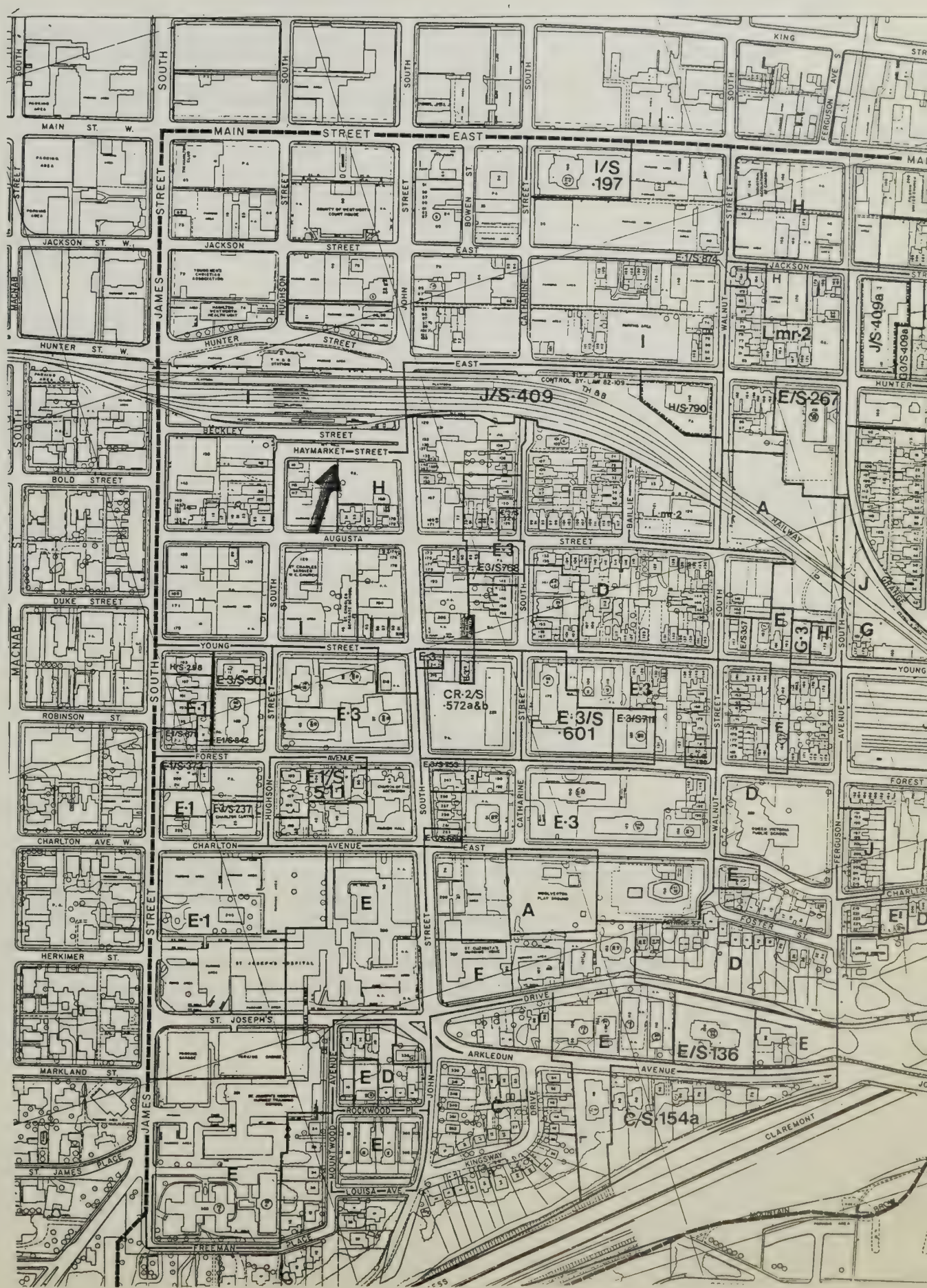
  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

The parking meters on the south side of Haymarket Street east of Hughson Street South were removed and replaced with temporary "No Stopping" signs by order Chief of Police several months ago during the construction of the El Cid Restaurant which is located mid-block between Hughson and John. The restaurant is now complete, and the proprietor of the restaurant contacted the Traffic Department and requested that a "No Parking Anytime" regulation be implemented in front of this business in order to create an on-street loading area, rather than replacing the four parking meters across the frontage of the building.

On 1987 November 16, the Transport and Environment Committee approved the removal of a "No Parking Anytime" regulation and the installation of two parking meters on the south side of Haymarket immediately east of Hughson. Thus, approval of the request will result in a net loss of only two metered parking spaces in this block. The "No Parking Anytime" regulation would be signed immediately in front of the applicant's business, and there will be 18 metered parking spaces remaining in this block. Therefore, the Traffic Department would not anticipate any parking problems resulting for other area businesses, and concurs with this request.









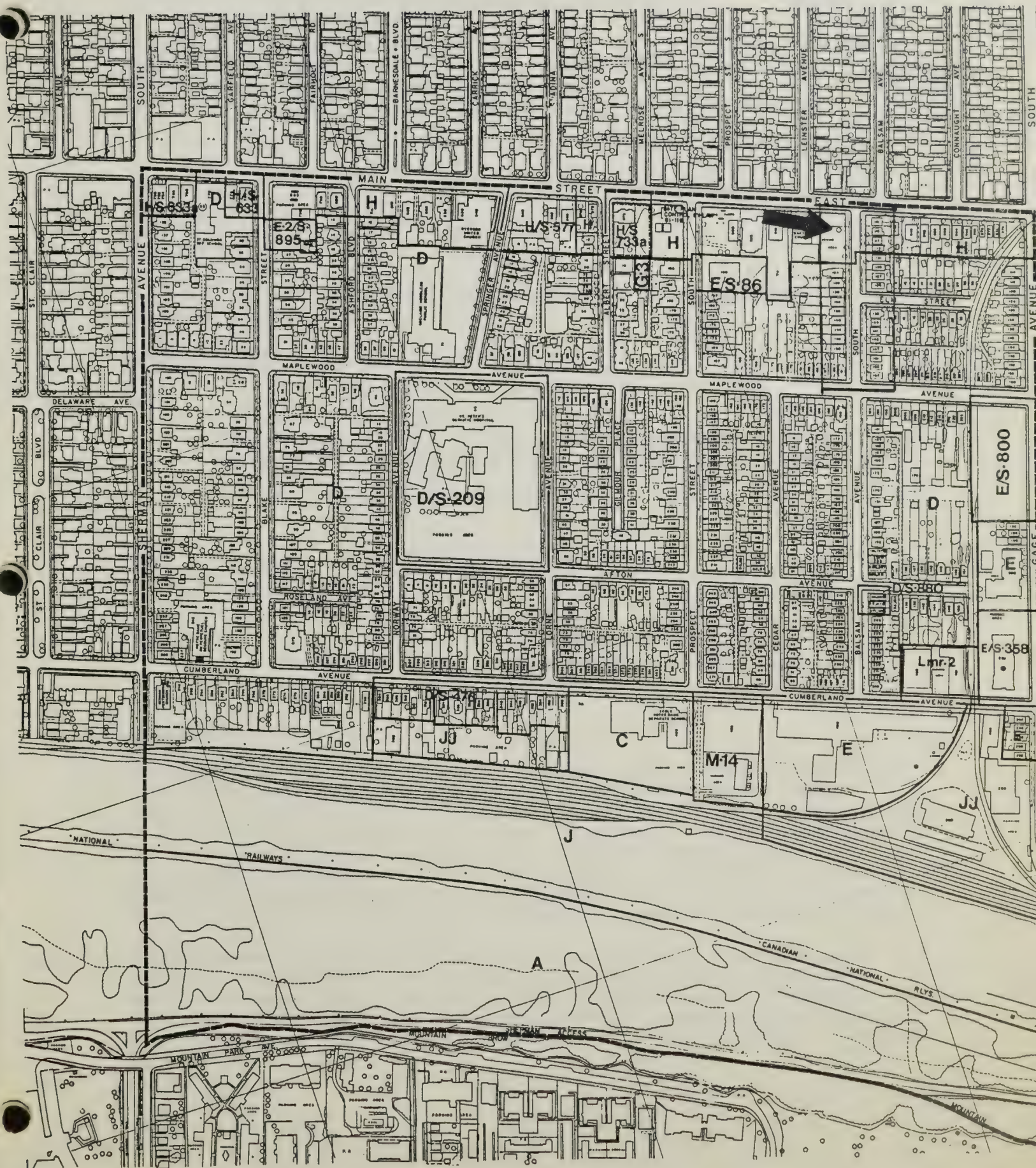




An investigation has revealed that approval of the requested change in regulations would result in the provision of an additional 14 on-street parking spaces in this block at all times. Also, a full-time parking prohibition on the east side of the street would improve visibility at the "T" intersection of Balsam Avenue and Elm Street. Therefore, since 62% of the abutting residents have indicated their support for the proposed change in parking regulations, the Traffic Department concurs with this request.

Rescinding the existing "Alternate Side Parking" regulation in this block will have some effect on street sweeping operations. However, since a majority of abutting residents have requested the change, a representative of the Public Works Department has advised that they will not oppose the request.









6(c)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 04

Refer To File No. TEC-254-87

Attention Of M. Hazell

Your File No. 3-10.9

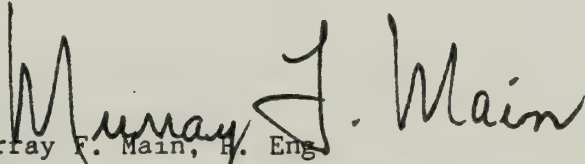
SUBJECT

The south side of Napier Street between Wellesley Street and Pearl Street North  
- Parking Regulations

RECOMMENDATIONS

That:

- a "One Hour Parking Time Limit" regulation be implemented on the south side of Napier Street between Wellesley Street and Pearl Street North; and,
- the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

The Traffic Department has received a petition signed by representatives of both of the residential properties on the south side of Napier between Wellesley and Pearl, requesting that a "One Hour Parking Time Limit" regulation to be in effect twenty-four hours a day, seven days a week, be implemented on the south side of Napier in this block, because of long-term parking by staff of a nearby Day Care Centre. Presently, parking is prohibited on the north side, and there is unrestricted free parking on the south side of the street in this area. The north side of the street is abutted by Zion United Church.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since representatives of all of the abutting residential properties have signed a petition in favour of this regulation, the Traffic Department concurs with the request.





A/S-569

A/S-569

CR-2

D/S-785

E-3/S-138

E-3/S-3

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SITE PLAN CONTROL  
BY-LAW R1-107

SITE PLAN CONTROL  
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BY-LAW R1-107



6(d)

F O R      A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1987 December 16

TO Transport and Environment Committee

Refer To File No. TEC-256-87

Attention Of M. Hazell

Your File No. 3-9.2

**SUBJECT**

East side of Rendell Boulevard between Brucedale and Queensdale Avenues -  
Parking Regulations.

## RECOMMENDATIONS

That:

- parking be prohibited between 8:00 a.m. and 8:00 p.m., Monday to Friday, on the east side of Rendell Boulevard between Queensdale Avenue and a point 203 feet north of Brucedale Avenue; and
- the City Traffic By-law 66-100 be amended accordingly.

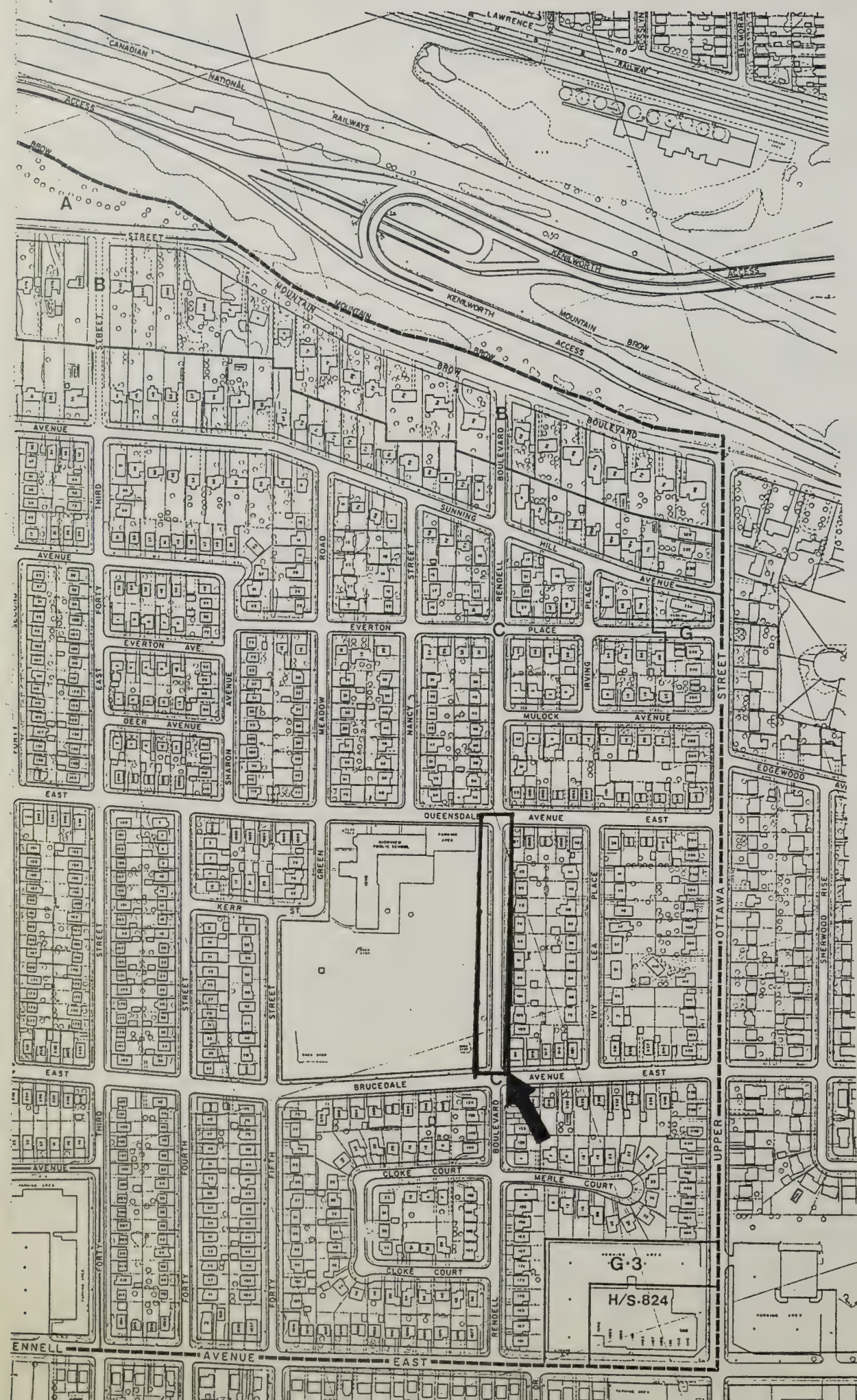
Murray F. Main  
Director of Traffic Services

## BACKGROUND

Alderman John Smith has forwarded to the Traffic Department a petition requesting that a "No Parking, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Rendell Boulevard between Queensdale Avenue and the southerly limit of the residential property at no. 101 Rendell Boulevard. Presently, there is "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Rendell Boulevard adjacent to a playground and the Highview Campus of Mohawk College and there is unrestricted free parking on the east side of the block in front of single family homes. The residents have expressed concern regarding littering and long-term non-resident parking by students and employees of Mohawk College.

Approval of the requested part-time parking prohibition would mean that parking would be prohibited on both sides of this residential street during weekdays, except on the east side between Brucedale and approximately 200 feet north where unrestricted free parking would remain. It is our opinion that a parking prohibition on both sides of a local residential street is over-restrictive and unnecessary. However, since representatives of 7 of the 9 (78%) residential properties abutting the subject portion of the block have signed a petition, the Traffic Department concurs with the request.







6(e)

SUBJECT

## RECOMMENDATIONS

- An "Alternate Side Parking" regulation be implemented on Arnold Street between Forysth Avenue South and Dalewood Avenue South in combination with the existing "One Hour Parking Time Limit 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation, such that parking is prohibited:
  - on the south side of the street during the months of December, January, February, and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
  - on the north side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main  
Director of Traffic Services

The Traffic Department has received a petition signed by representatives of 17 of the 23 residential properties abutting Arnold Street in the block between Forsyth Avenue South and Dalewood Avenue South, requesting that an "Alternate Side Parking" regulation be implemented on the street. This section of Arnold has a 30 foot pavement width and presently, there is a "One Hour Parking 8:00 a.m.

to 6:00 p.m. Monday to Friday" regulation on both sides of the street, except that there is a "No Parking 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on both sides at the westerly end of this block.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate the movement of traffic and driveway movements. Therefore, since approximately 74 percent of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

The "No Parking 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the westerly end of the block was signed in 1969 to permit maneuvering for large trucks during the construction of McMaster Hospital. This regulation is no longer required, and the removal of the regulation will increase the number of parking spaces during day time hours by two spaces on each side of the street.

There is approximately one additional parking space on the north side of the street in this block and parking is presently prohibited on the south side of Arnold in the block to the east. Therefore, in order to maximize the number of on-street parking spaces and to facilitate snow removal, it would be appropriate to prohibit parking on the south side of the street during the winter months.









7(a)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1987 November 23

TO Transport and Environment Committee

Refer To File No. TEC-249-87

Attention Of M. Hazell

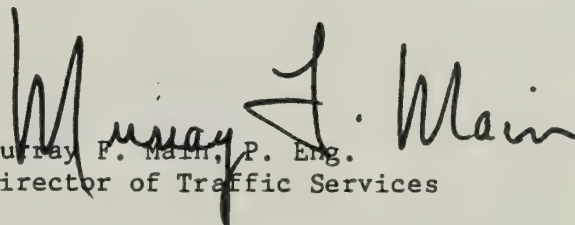
Your File No. 3-9.6

SUBJECT

Intersection of Upper Wellington Street and Fennell Avenue East  
- Request for a School Traffic Officer

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Upper Wellington Street and Fennell Avenue East at this time.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

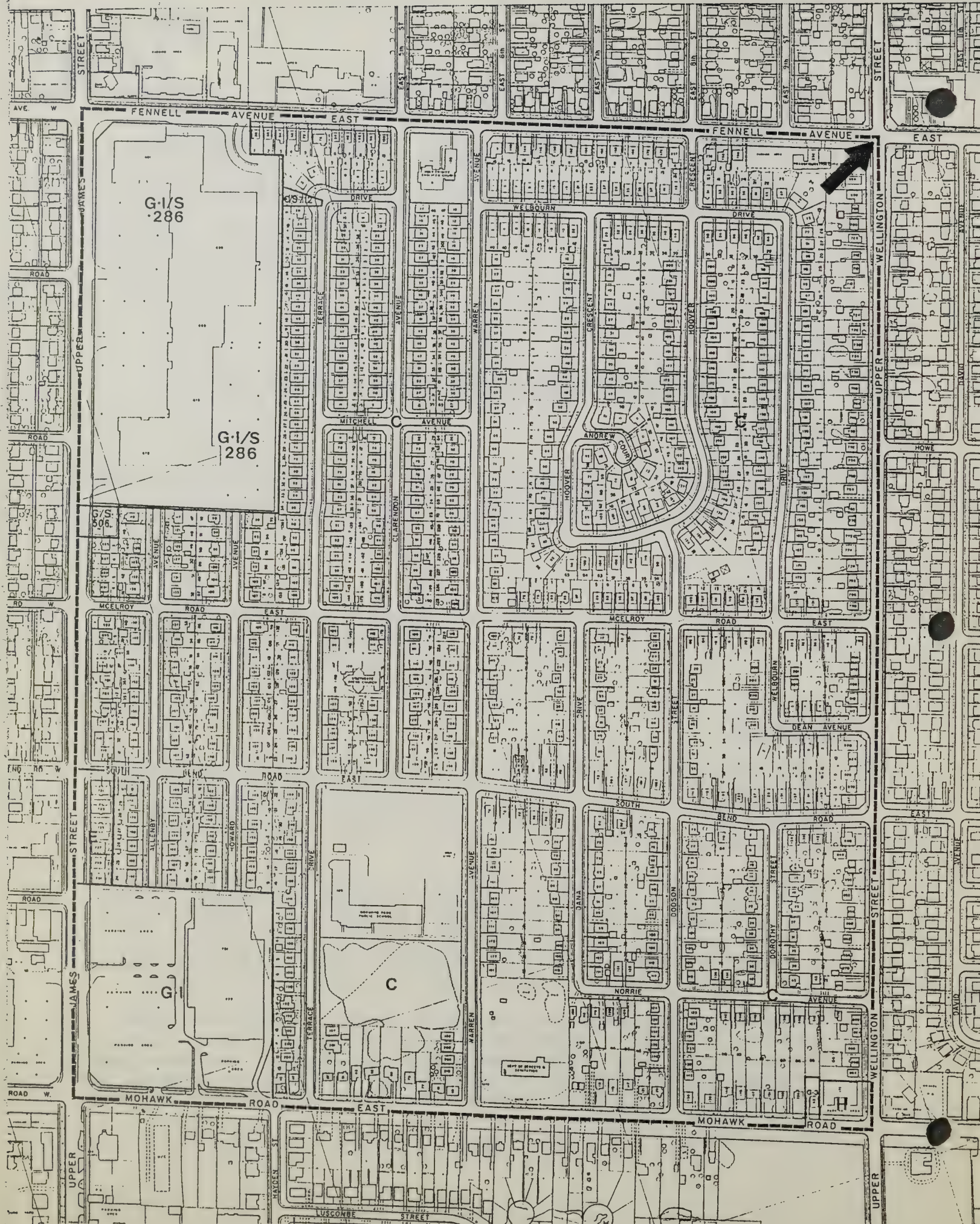
BACKGROUND

Alderman Henry Merling has advised of a request from an area resident that a School Traffic Officer be assigned to the signalized intersection of Upper Wellington Street and Fennell Avenue. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1987 November 02, and observed that "there are 10 elementary school children crossing at this location and although this is a very busy intersection, the children who crossed on their own, crossed confidently with the traffic signals". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Upper Wellington and Fennell.

Traffic Department records indicate that in the past 5 years, this intersection has averaged 7.4 motor vehicle collisions per year. This is not an abnormal rate for a high volume intersection such as this. There have been no pedestrian collisions reported at this intersection in the past 5 years. For these reasons, the Traffic Department concurs with the recommendation of the Regional Police Department.





G-1/S  
286

G-1/S  
286



C



7(b)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 17

Refer To File No. TEC-263-87

Attention Of M. Hazell

Your File No. 3-9.6

**SUBJECT**

Intersection of Garrow Drive and Cranbrook Drive - Request for a School Traffic Officer.

## RECOMMENDATION

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

- a School Traffic Officer be assigned to the intersection of Garrow Drive and Cranbrook Drive, for the morning and evening school crossing periods only; and
- the 1988 budget estimates be revised to include \$4,270. to cover the cost of assigning a School Traffic Officer to this location.

Murray F. Main, P. Eng.  
Director of Traffic Services

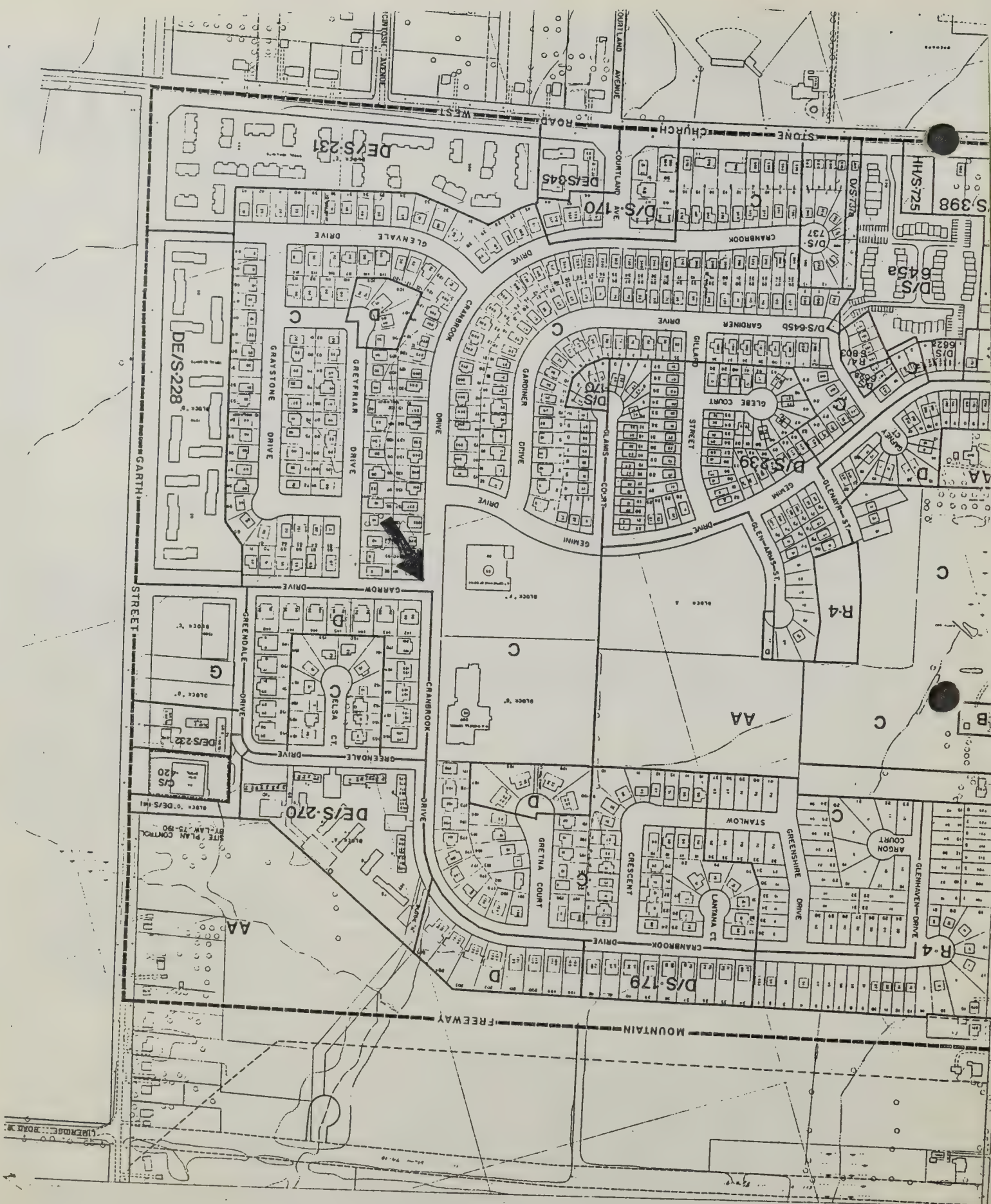
## BACKGROUND

Alderman Tom Murray recently advised of a request from an area resident that a School Traffic Officer be assigned to the intersection of Garrow Drive and Cranbrook Drive. The Transport and Environment Committee, and subsequently the City Council on 1986 June 24, approved a previous recommendation of the Hamilton-Wentworth Regional Police Department that a School Traffic Officer not be assigned to this location. However, the matter was referred back to the Regional Police for further investigation.

The Regional Police conducted studies at this location on 1987 December 07, and observed, in part, that there are a large number of children crossing at this intersection and that the children are not always certain when to cross at the three-way stop. Therefore, the Regional Police have recommended that a School Traffic Officer be assigned to this intersection for the morning and evening school crossing periods only.

The Regional Police have advised that the amount of \$4,270. to cover the cost of a School Traffic Officer at this location for 1988 has not been included in the 1988 budget estimates. Therefore, it would be appropriate to revise the budget estimates accordingly, should the Committee and City Council approve the recommendation.

The Traffic Department concurs with the recommendations of the Regional Police.





7(c)

F O R      A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 04

Refer To File No. TEC-255-87

Attention Of M. Hazell

Your File No. 3-9.6

## SUBJECT

Intersection of Napier Street and Locke Street - Request for School Traffic Officer

## RECOMMENDATIONS

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Napier Street and Locke Street at this time.

Murray F. Main  
Director of Traffic Services

## BACKGROUND

Alderman Mary Kiss has advised of a request from an area resident that a School Traffic Officer be assigned to the intersection of Locke and Napier due to an increase in traffic volumes associated with the temporary closure of the York Boulevard High Level Bridge. On 1987 March 02, prior to the closure of the High Level Bridge, the Transport and Environment Committee approved a recommendation that a school traffic officer not be assigned to this location. However, this request was again referred to the Regional Police for study under present conditions.

The Regional Police conducted studies at this location, with the High Level Bridge closed, on 1987 November 13, and observed that a only approximately 15 children crossed Locke at this location in each crossing period. The Regional Police also observed that there were generally safe gaps in traffic created by the traffic signal at King and Locke, and therefore, recommended that a school traffic officer not be assigned to this location. The High Level Bridge was

re-opened to traffic for one lane in each direction on 1987 December 08, and the traffic volumes on Locke and other area residential streets are likely to be reduced as a result.

The Traffic Department acknowledges that traffic volumes on Locke increased because of the closure of the High Level Bridge but should begin to return to normal because of the partial re-opening of the bridge. Records indicate that in the past seven years, there has been only three motor vehicle collisions reported at this intersection and no collisions since the closure of the bridge. Also, there has not been a reported pedestrian collision in the past seven years.

In view of the above, the Traffic Department concurs with the recommendation of the Regional Police.









7(d)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services      DATE 1987 December 14

TO Transport and Environment Committee      Refer To File No. TEC-258-87

Attention Of M. Hazell

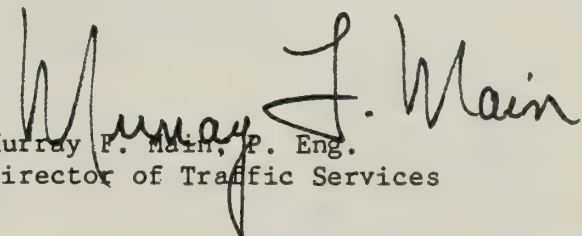
Your File No. 3-9.6

SUBJECT

Intersection of Queen Victoria Drive and Queenslea Drive - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Queen Victoria Drive and Queenslea Drive at this time.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

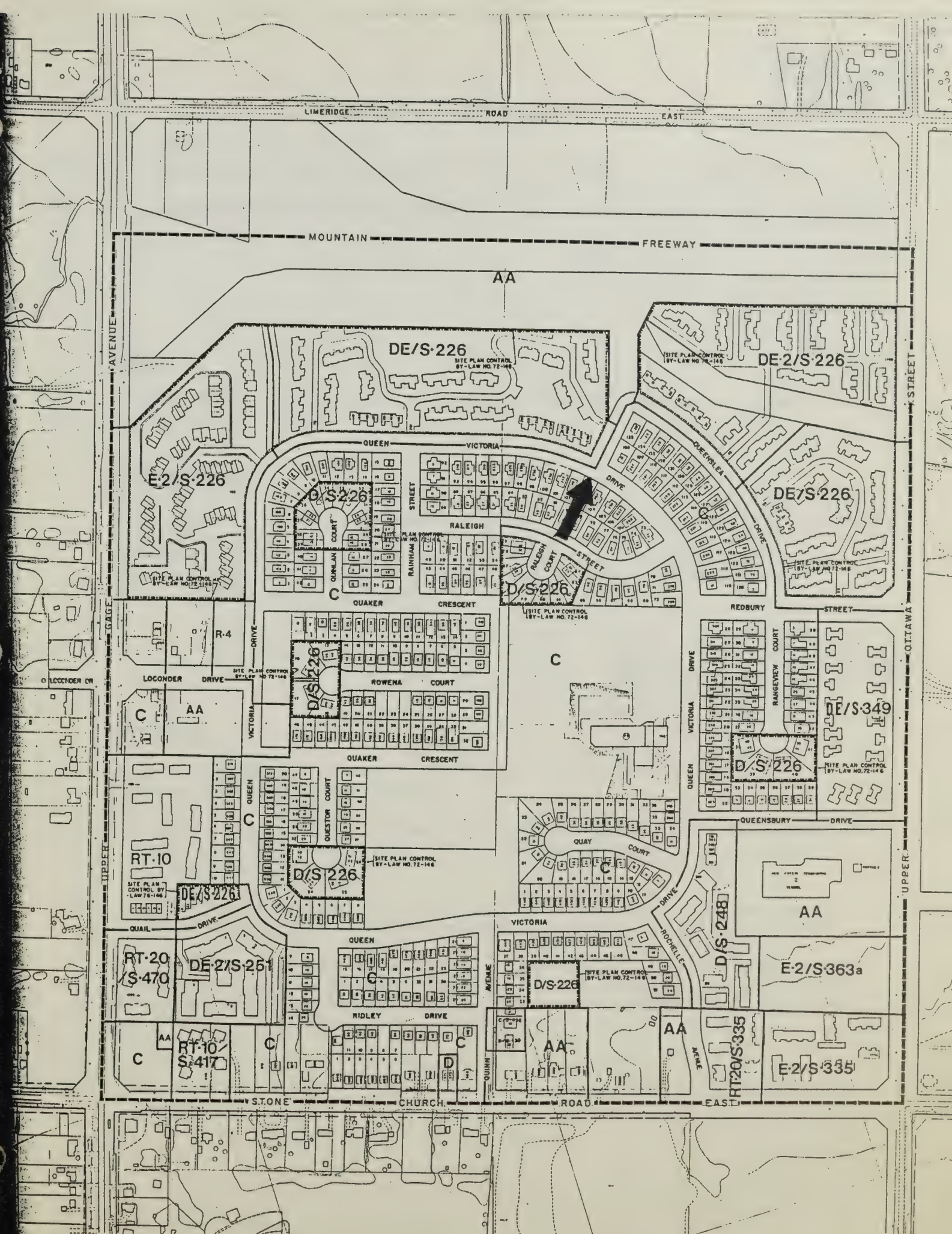
BACKGROUND

Alderman John Smith has advised of a request from area residents that a School Traffic Officer be assigned to the intersection of Queen Victoria Drive and Queenslea Drive during the school year. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location on 1987 November 17 and 19, and observed that there were low traffic volumes and regular safe gaps in traffic and that the children had no problems crossing at this location. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Queen Victoria Drive and Queenslea Drive.

Traffic Department records indicate that there have been only two motor vehicle collisions reported at this intersection in the past seven years; one of these accidents involved an impaired driver and the other was a "hit and run" accident involving a parked vehicle. Neither of these collisions involved pedestrians. Therefore, there are no apparent problems such that a school traffic officer is required at this location, and the Traffic Department concurs with the recommendation of the Regional Police Department.









7(e)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1987 December 17

TO Transport and Environment Committee Refer To File No. TEC-262-87

Attention Of M. Hazell

Your File No. 3-9.6

**SUBJECT**

Intersection of Franklin Road and East 27th Street - Temporary Assignment of a School Traffic Officer.

## RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the 1988 budget estimates be revised by including an additional \$3,588. to cover the cost of assigning a School Traffic Officer to the intersection of Franklin Road and East 27th Street on a temporary basis until June 1988.

Murray F. Main

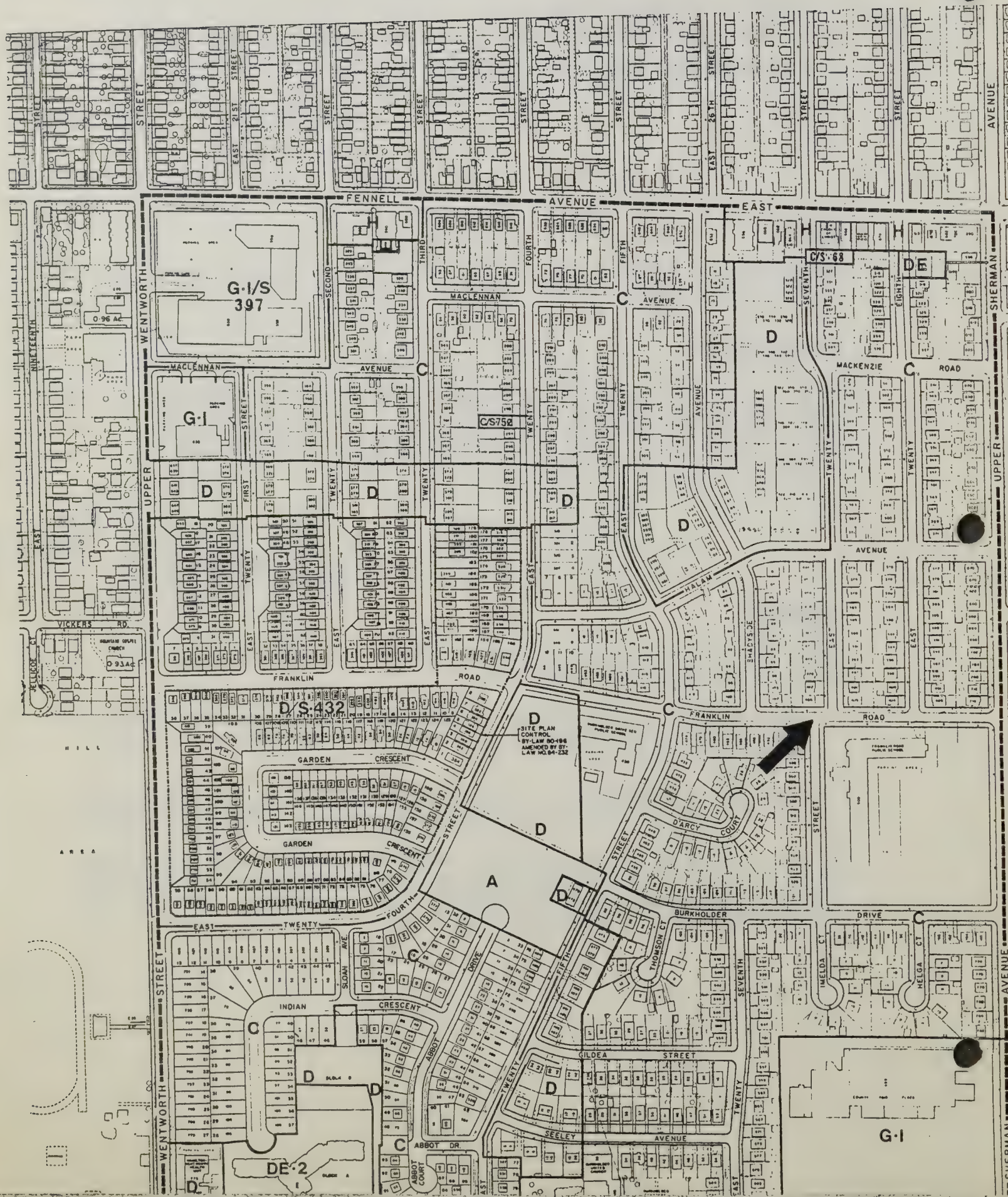
## BACKGROUND

On 1987 November 24, the City Council approved a recommendation of the Transport and Environment Committee:

- "(a) That a School Traffic Officer be assigned to assist children crossing at the intersection of Franklin Road and East 27th Street on a temporary basis until June 1988.
- (b) That the re-assignment of a School Traffic Officer at this intersection be reviewed prior to the commencement of the 1988 - 1989 School Term."

The Regional Police have advised that sufficient funds have not been included in the 1988 budget estimates to cover the cost of assigning a School Traffic Officer to this location, and that \$3,588. would be required to finance this School Traffic Officer until June 1988.







F O R   A C T I O N

7 (f)

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1987 December 17

TO Transport and Environment Committee Refer To File No. TEC-264-87

Attention Of M. Hazell

Your File No. 3-9.6

**SUBJECT**

Intersection of Stonechurch Road and Courtland Avenue - Request for a School Traffic Officer.

## RECOMMENDATIONS

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department:

- a School Traffic Officer be assigned to the intersection of Stonechurch Road and Courtland Avenue, for the morning and evening school crossing periods only; and,
- the 1988 budget estimates be revised by including \$4,270. to cover the cost of assigning a School Traffic Officer to this intersection.

Murray F. Main  
Director of Traffic Services

## BACKGROUND

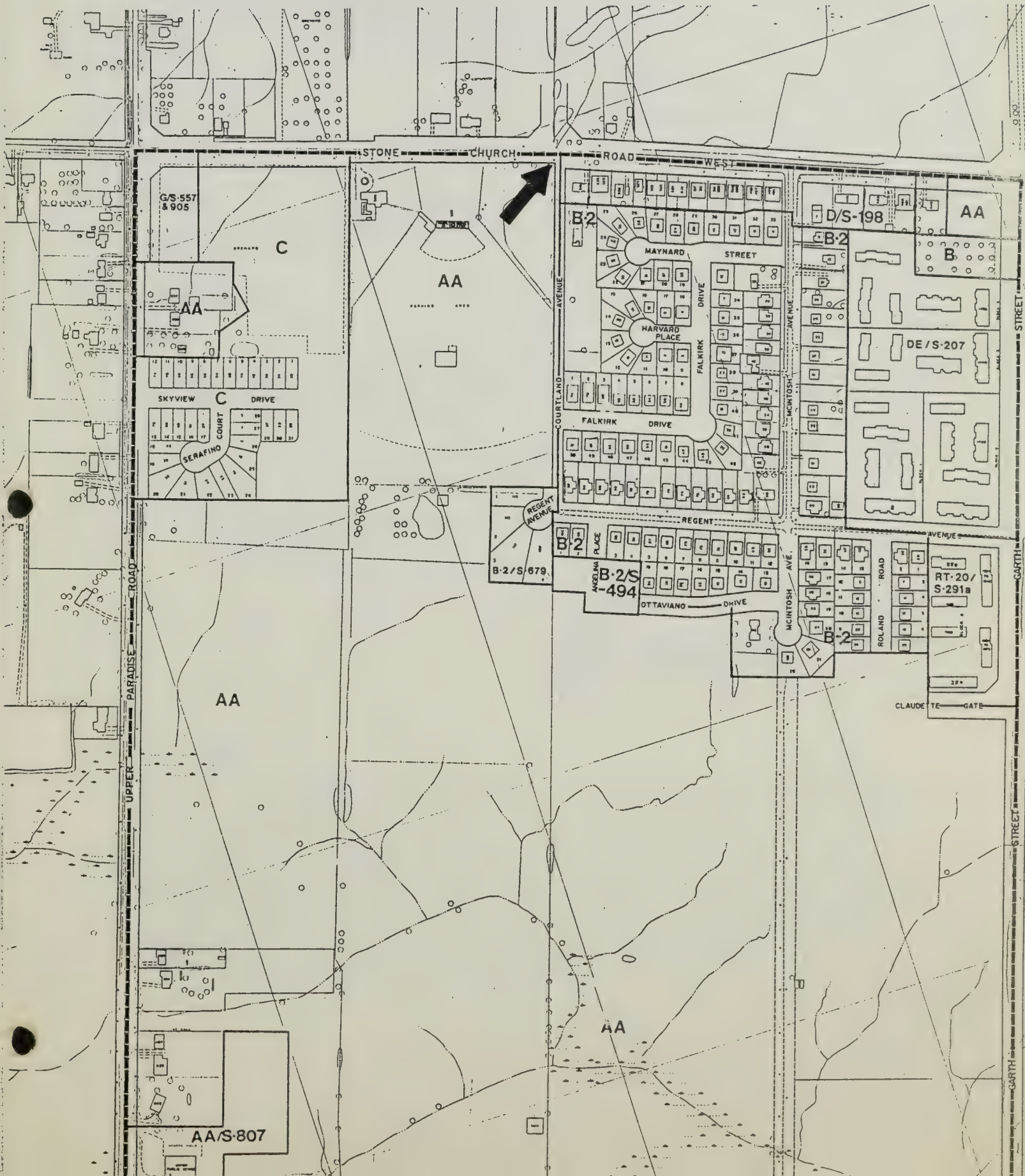
Alderman Tom Murray recently advised of a request that a School Traffic Officer be assigned to the intersection of Stonechurch Road and Courtland Avenue. Subsequent to Alderman Murray's request, the Traffic Department received a petition containing 135 signatures, requesting that a School Traffic Officer be assigned to this intersection. In accordance with approved procedure, this matter was referred to the Hamilton-Wentworth Regional Police Department for study.

Studies were conducted by the Regional Police on 1987 December 01 to determine whether or not a School Traffic Officer should be assigned to this intersection. The Regional Police observed, in part, that there were no safe gaps in traffic during the morning and evening crossing periods, and concluded that traffic is very heavy in the morning and evening and many parents drove their children to and from school. The Regional Police have therefore recommended that a School Traffic Officer be assigned to this intersection during the morning and evening school crossing periods only.

The Regional Police have advised that the necessary funds have not been included in the 1988 budget estimates. Therefore, it would be appropriate to revise the budget estimates by including an additional \$4,270. to cover the cost of replacing a School Traffic Officer at Stonechurch and Courtland for 1988.

The Traffic Department concurs with the recommendations of the Regional Police.







Your File No. 3-9.1

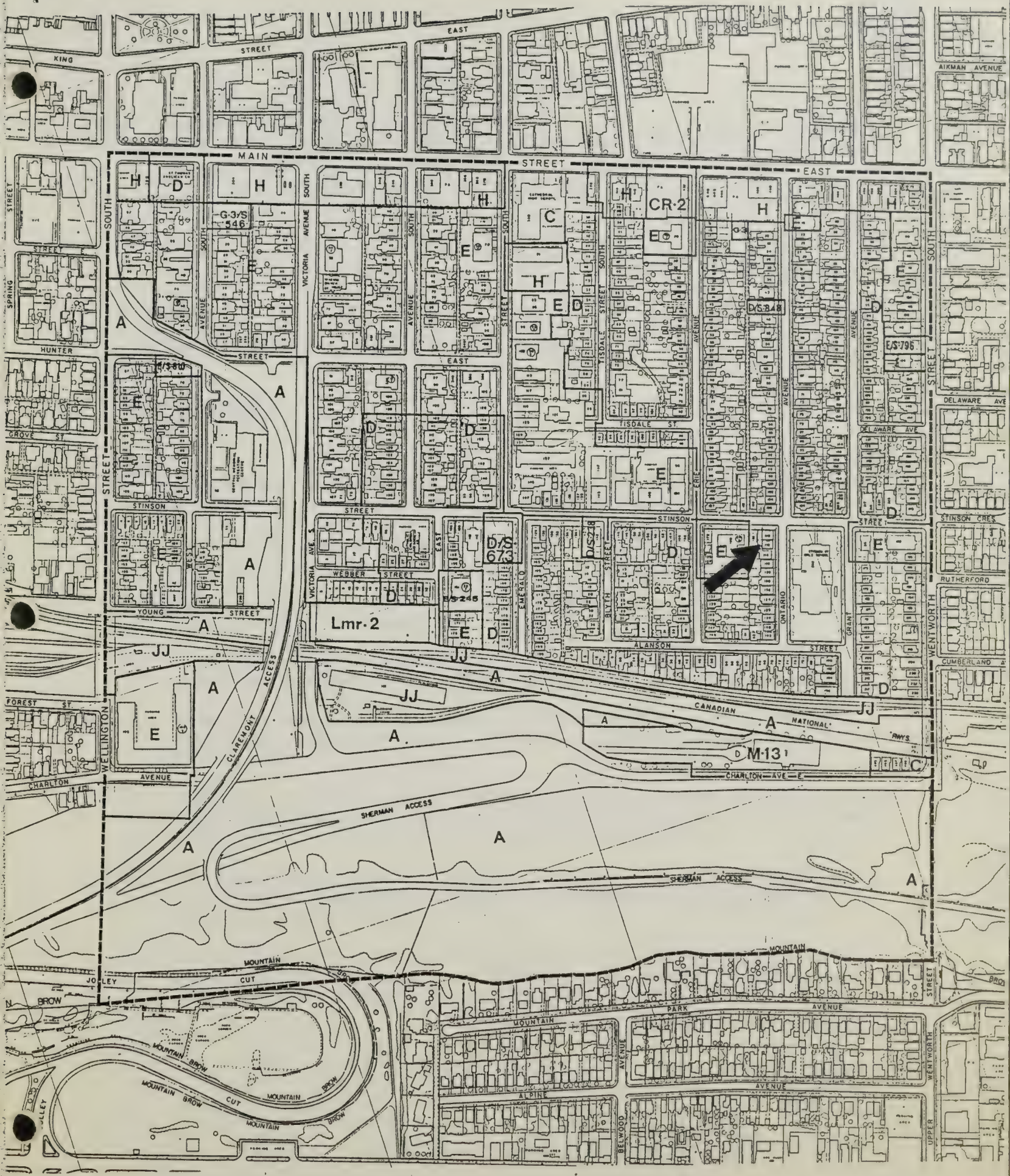
Alderman Brian Hinkley has advised the Traffic Department of a request from Mr. Rudy Schinschick, 112 Ontario Avenue, that one reserved permit parking space be designated on the street in front of his home. Presently, there is unrestricted free parking on the west side of Ontario in front of the applicants home, and there is a "No Parking 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the east side of the street between Stinson and Alanson, adjacent to Stinson Street Public School. The street is generally heavily parked and therefore, Mr. Schinschick, who is handicapped, must frequently park his vehicle a considerable distance from his home.



The Committee, and subsequently the City Council on 1987 December 08 approved a policy to designate individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Schinschick has been issued a handicapped permit. An investigation has revealed that Mr. Schinschick has no alternative suitable parking area available on his property. Therefore, the applicant appears to have a genuine need for a reserved on-street parking space in front of his home and the Traffic Department concurs with this request.











## BACKGROUND

In considering the budget submissions for the 1988 current budget, consideration has also been given to means of increasing revenue to off-set expenditure increases. At the present time, there is considerable inconsistency in the application of user-pay principles for the various services provided to the public by the Municipality. The following suggested charges for services rendered are comparable to other charges being made by various Departments of the City and the Region.

### A. INCREASE IN OUTLYING DISTRICT PARKING METER RATES

The recommendation to raise the parking rates in out-lying districts is based on three factors:

- a) a reasonable assumption that parking meter revenues should rise in accordance with inflation,
- b) that parking meter rates within Hamilton should be on par with other cities in the area or of a similar size and,
- c) that on-street parking is the most convenient and therefore most valuable space and should be priced accordingly.

Parking meter rates were last raised in Hamilton in 1980. Over that time period, the consumer price index has risen 140.4 percent since 1981. Due to the cost of converting the rate mechanisms in parking meters, it is not reasonable to change the meter rates every year in small jumps which might be more acceptable to the public. However, it is clear that even with a rate increase in 1988 in the range of 50 percent to 60 percent, the revenues from parking meters would be lagging well behind inflation.

Hamilton parking rates are lower than in many municipalities. Following is a sample of hourly parking meter rates in the area:

Brampton - 50 cents to 80 cents,  
 St. Catharines - 50 cents,  
 Guelph - 50 cents,  
 Kitchener - 50 cents to 75 cents,  
 London - 60 cents,  
 Windsor - 50 cents,  
 Toronto - 10 cents to \$1.00,  
 Ottawa - \$1.00  
 Hamilton - 25 cents to 50 cents

Raising the meter rates in the out-lying districts from 25 cents to 40 cents would still result in Hamilton having one of the lowest parking rates in the area.

While Hamilton Parking Authority lots are generally well located, on-street parking is very often more conveniently located. Yet the on-street parking rate is presently half as much as H.P.A. off-street lots. On this basis also, it seems appropriate to raise parking meter rates.



Raising the meter rates on all existing 25 cent per hour meters to 40 cents per hour would result in a net income for 1988 of approximately \$10,000.00 additional revenue when all conversion costs are included. In 1989, the additional revenue expected would be approximately \$182,000.00 while in 1990 and subsequent years, approximately \$220,000.00 of additional revenues could be expected.

#### B. INCREASE IN PARKING METER RATES IN THE CENTRAL BUSINESS DISTRICT

A similar case as in the above paragraph may be made for increasing the rates of the parking meters in the Central Business District from 50 cents per hour to 75 cents per hour.

While a 50 percent meter rate is proposed, the consumer price index has risen 140.4 percent since 1981.

Comparable rates in the downtown cores of large cities include Calgary at 75 cents per hour, Edmonton at 80 cents per hour, Halifax at 50 cents per hour, Montreal at 80 cents per hour, Ottawa at \$1.00 per hour, Quebec City, Regina and Saskatoon at 50 cents per hour, Metro Toronto at up to \$1.00 per hour and Winnipeg at 50 cents per hour.

The average hourly rate of parking lots in the downtown core in Hamilton is \$1.35 for the first hour. Thus the preferable parking space, at the curb, is substantially cheaper than off-street parking. If a meter rate increase were implemented in 1988, the increased revenue would be balanced by the cost of implementing the rate change. In 1989 an additional \$79,000.00 worth of revenue could be expected and in 1990 and subsequent years, an additional \$83,000.00 of additional revenue annually could be expected.

#### C. APPLICATION PROCESSING FEES

Several activities undertaken by the Traffic Department staff result in specific benefits or advantages for one individual or one property rather than the general public. At present, these services are provided free of charge and no attempt is made to re-coup the cost of initial inspection, preparation of drawings, preparation of legal agreements and preparation of Committee Reports. Other departments in the City and in the Region charge the user directly for processing similar applications. The information sheet attached to this report details a number of examples and the associated costs charged by such departments as Building, Regional Engineering and Regional Planning.

It is proposed to charge application processing fees for four specific activities. These are the initial inspection and preparation of documents for commercial boulevard parking, the initial inspection and preparation of drawings and documents for residential boulevard parking, (front yard parking); the inspection, measurement and preparation of drawings for driveway approach installations or revisions; and the cost to inspect locations for which property owners wish to authorize certain persons to park in private lots, advise the owners of proper sign locations and record those persons eligible to register complaints, and have enforcement service on demand.



In each of these cases, it is intended only to re-coup the actual cost to the Traffic Department for presently providing these services. In each case, the owner or applicant would be charged only once, for the initiation of the service. For Commercial Boulevard Parking, Residential Boulevard Parking and driveway approaches, the mechanism already exists to collect various types of fees associated with the provision of the service. Therefore, the additional one-time charge should be relatively easy to implement with a minimum of additional effort by the Treasury Department. For the inspection of authorized private parking, the applicant must send a letter in writing authorizing persons officially permitted make complaints on behalf of the owner. Thus it is a relatively straight forward matter to request that a payment accompany that official letter.

#### D. LEASING FEES

It is proposed to charge an annual lease fee for residential boulevard parking (front yard parking). At present, a majority of property owners with front yard parking are charged a total of \$20.00 annually; \$10.00 per year to prepare the bill and \$10.00 per year for insurance indemnifying the City of Hamilton. It is proposed to charge an additional \$24.00 per year per parking space for the rental of the City's portion of the road allowance which makes up part of the front yard parking space. The \$24.00 annual fee was chosen to be the same as the annual permit fee for time limit exemption permits. Similar types of charges to that proposed include the annual commercial boulevard parking fee which is \$50.00 for each of the first two parking spaces and \$25.00 for each space thereafter, and passive and active encroachment fees charged to users of the road allowance by the Regional Engineering Department.

For those homeowners presently paying the \$20.00 per year billing cost and insurance, collection of the additional charge would be a simple matter of amending the bill. There are also, however, some property owners who maintain their own insurance policy of \$300,000.00 who do not pay annual fees to the City. This arrangement predates a Council directive of 1978 changing the system and a separate annual billing for the proposed \$24.00 annual would be necessary.

Attach.

# R E V E N U E   E N H A N C E M E N T   P A C K A G E S T R A F F I C   D E P A R T M E N T

ITEM DESCRIPTION	CURRENT CHARGES	COST TO PROVIDE SERVICE	RECOMMENDED CHARGE	ANNUAL REVENUE INCREASE	MEANS OF COLLECTION
1. On-Street Parking Meters (to off-street parking reserve)	50¢/hr - C.B.D. 25¢/hr - outlying districts	One-time Conversion cost of \$127,750	75¢/hr - C.B.D. 40¢/hr - out-lying districts	1st year - \$ 10,000 2nd year - \$261,000 3rd year - \$303,000	Existing - no change
2. Application Processing	No application fee	\$3000/yr	\$150.00/ application	\$3000	Collect with 1st lease fee
a) Commercial boulevard	(Annual lease fee only)				
b) Residential Boulevard Parking	No application fee	\$25,000 - \$30,000/yr	\$115.00/ application	\$25,000	Collect with 1st year insurance billing
c) Driveway Approach Approvals	No application fee (installation fee only)	\$12,000 - \$15,000/yr	\$35.00/ application	\$14,000	Collected by Public Works with installation fee
d) Private Parking Sign Inspections	None	\$6,000 - \$7,000/yr	\$40.00/site	\$6,000	Fee to be submitted with written authorization to enforce
3. Leasing fees	No lease fee		\$24.00/yr per space	\$48,000	Collect with annual insurance billing
a) Residential	\$10.00/yr billing cost \$10.00/yr insurance charged				

REVENUE ENHANCEMENT PACKAGES  
TRAFFIC DEPARTMENT

ITEM DESCRIPTION	RECOMMENDED CHARGE	SIMILAR CHARGES IN USE IN CITY AND REGION
1. On-Street Parking Meters	75¢/hr - C.B.C. 40¢/hr - Outlying Districts	- off-street (H.P.A.) 50¢ Edmonton 80¢/60¢ (1985) Ottawa 1.00/1.00 (1987) Regina 50¢/50¢ (1985) Halifax 50¢/50¢ (1985) Montreal 80¢/25¢ - 50¢ (1985) Kitchener 75¢/50¢ (1987) London 60¢/60¢ (1987) Windsor 50¢/50¢ (1987) Brampton 80¢/50¢
2. Application Processing Fees	- \$150.00 per commercial boulevard parking application - \$115.00 per residential boulevard parking application - \$ 35.00 per driveway approach approval application - \$ 40.00 per private parking sign inspection	- \$250.00 (1988) for Zoning Application - \$79.00 (1987) for processing passive encroachment agreement - \$165.00 (1987) for processing active encroachment agreements - \$ 83.00 to review enquiry re: status of engineering agreement - \$ 20.00 - \$30.00 for Zoning verification
3. Leasing Fees	- \$ 24.00/year per space	- \$ 50.00/space for 1st 2, \$ 25.00/space subsequent for commercial boulevards (city) - \$ 40.00 - \$60.00 for standard space for commercial or industrial boulevards (Regional) - \$ 24.00/year for Time Limit Exemption Permit for on-street parking - 10% of market value (\$26.00 minimum) for overhanging signs, etc. - \$ 10.00/box for newspaper boxes



F O R     A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1987 December 15

TO Transport and Environment Committee

Refer To File No. TEC-260-87

Attention Of M. Hazell

3-9.4  
Your File No.

SUBJECT

Intersection of Huckleberry Drive/Huckleberry Place and Strawberry Drive -  
Intersection Control.

## RECOMMENDATION

That:

- northbound and southbound traffic on Strawberry Drive be required to stop for eastbound and westbound traffic on Huckleberry Drive/Huckleberry Place; and,
- the City Traffic By-law 66-100 be amended accordingly

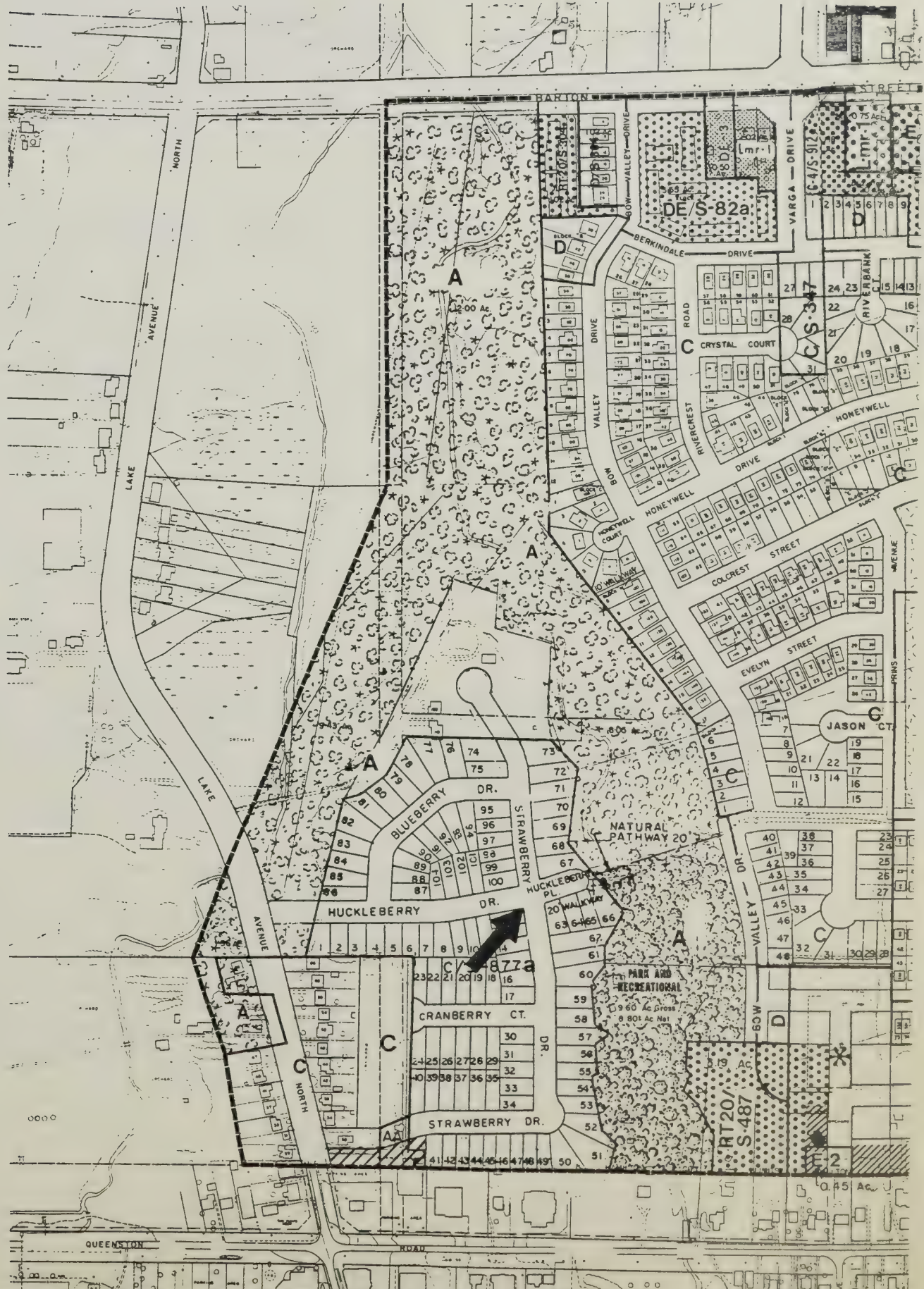
Murray F. Main, P. Eng.  
Director of Traffic Services

## BACKGROUND

A member of the Regional Engineering Department has requested that stop control be implemented at the intersection of Huckleberry and Strawberry. The subject intersection is a four-leg intersection, and presently, there are no intersection control signs.

The subject intersection was recently constructed, and there have been no reported accidents to-date. However, it has been the policy of the Traffic Department to control all four-leg intersections of two way streets with two way stop control, since the application of this program in other neighbourhoods has reduced the accidents at local residential street

intersections by approximately 50 percent. Therefore, although there has not been a proven accident problem at this intersection, it is appropriate to implement two way stop control at this intersection, such that northbound and southbound traffic on Strawberry would be required to stop for eastbound and westbound traffic on Huckleberry.







1 1

SUBJECT

## RECOMMENDATION

Murray F. Main  
Murray F. Main, P. Eng.  
Director of Traffic Services

The Traffic Department has received a request from a resident of the apartment building at No. 123 MacNab Street South, that Time Limit Exemption Permits be issued to residents of this building. The apartment building is located on the northeast corner of MacNab and Bold, and the applicant has indicated that the residents wish to park their vehicles in the one and three hour time limits which are in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday, on Bold and MacNab in this area.

Investigations reveal that there are 16 dwelling units in the subject apartment building, and that there are 4 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of 1, 2 or 3 family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on MacNab in this area consists generally of apartment buildings. Periodic observations reveal that MacNab and Bold in this area are generally heavily parked during the day. However, since there has not been a great demand for time limit exemption permits in

this area, it appears that the parking is generally non-resident short term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 15 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 11 off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of 11 parking permits to the residents of this building, on a first come first served basis.









F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1987 December 18

Refer To File No. TEC-266-87

Attention Of M. Hazell

Your File No. \_\_\_\_\_

**SUBJECT**

Britannia Avenue, east of Kenilworth Avenue North - Turn Control Regulation.

## RECOMMENDATIONS

That :

- westbound motorists in the north curb lane of Britannia Avenue, east of Kenilworth Avenue North, be required to turn right at this intersection; and
- By-law 66-100 be amended accordingly.

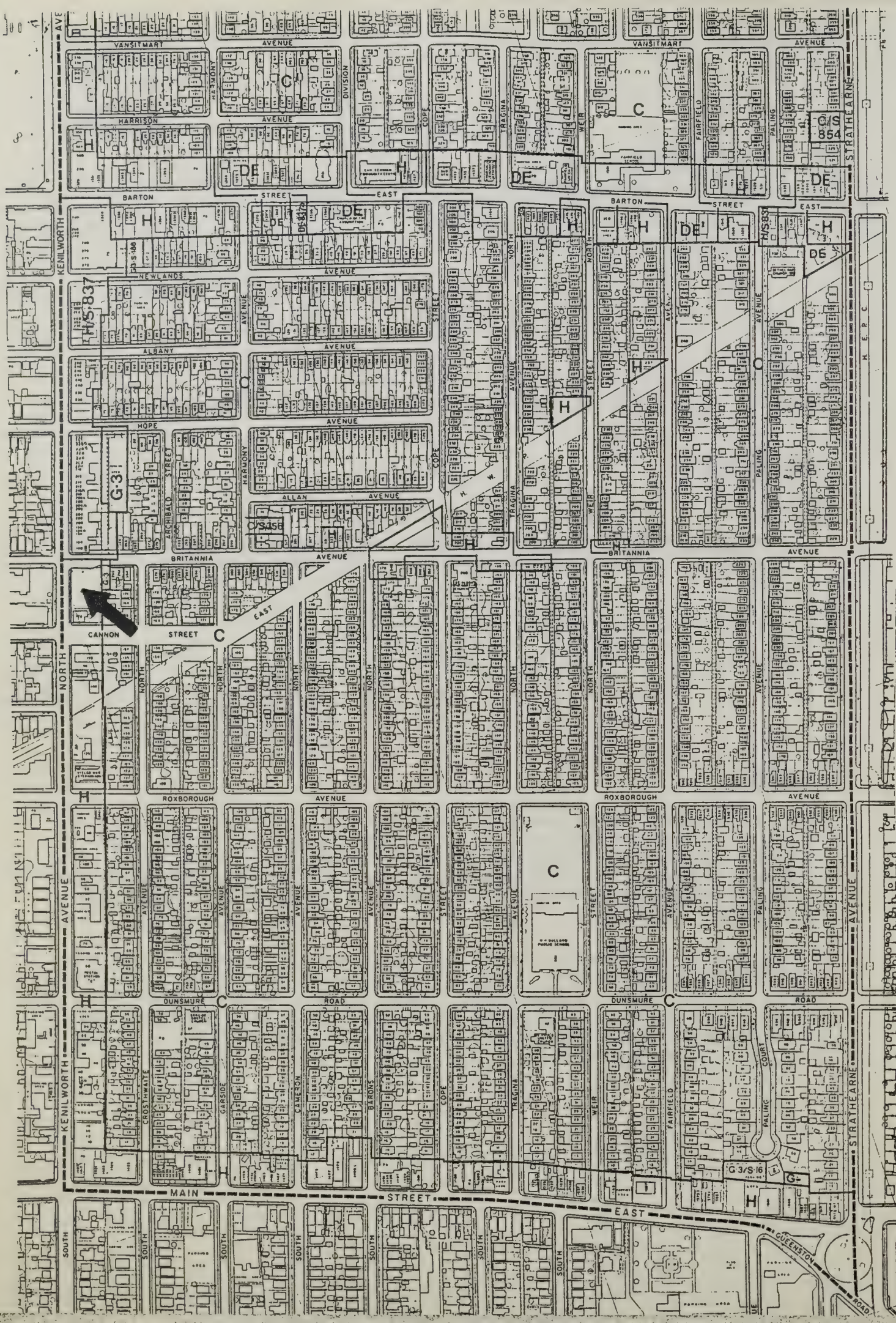
Murray F. Main  
Director of Traffic Services

## BACKGROUND

Alderman Geraldine Copps recently advised of concerns expressed by the principal of Holy Family School regarding a merging movement for two lanes of westbound traffic crossing Kenilworth Avenue on Britannia Avenue. After reviewing the geometry of the intersection, the Traffic Department agrees that problems could arise for motorists proceeding in two lanes westbound across Kenilworth on Britannia.

Traffic Department records indicate that there have been no reported accidents involving a merging movement west of the intersection in at least the last 15 years. However, from a safety point of view, it would be advantageous to eliminate this situation. Therefore, it is recommended that westbound traffic in the north curb lane of Britannia, east of Kenilworth, be required to turn right on to Kenilworth Avenue.





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F O R   A C T I O N

FROM Department of Engineering      DATE December 2, 1987  
TO Transport & Environment Committee      Refer to File No. T103-50(614)  
Attention Of C. Harason  
Your File No. 3-11.5

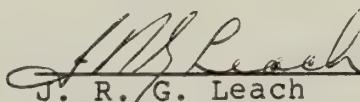
SUBJECT

Inadvertent Encroachment Agreement  
On Hunter Street West, Abutting 117 Ray Street South

RECOMMENDATION

That the application of Mr. R. W. Benedict, Solicitor, on behalf of the present owner(s) of 117 Ray Street South, Arnold Crone and Veronica Crone, or in the event that the sale of the above property is concluded prior to registration of the encroachment agreement, Henry Kubiak, Audrey Rijgersberg, Elizabeth Rijgersberg, Peter Read, the purchaser of said property, to retain the following inadvertent encroachment, consisting of a brick chimney, 0.12m by 1.57m, be approved during the pleasure of City Council, provided:

- (1) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (2) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (3) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.



J. R. G. Leach  
Commissioner of Engineering

Cont'd ....

- Page 2 -  
December 2, 1987

Inadvertent Encroachment Agreement  
On Hunter Street West, Abutting 117 Ray Street South

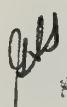
Cont'd ....

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

 CH:mm

c.c. L. Farr, City Solicitor's Department.



F O R   A C T I O N

1366

FROM Department of Engineering      DATE December 16, 1987  
TO Transport & Environment Committee      Refer to File No. T103-50(615)  
Attention Of C. Harason  
Your File No. \_\_\_\_\_

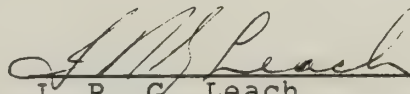
SUBJECT

Inadvertent Encroachment Agreement  
366 Jackson Street West

RECOMMENDATION

That the application of Mr. A. R. Camporese, Solicitor, on behalf of the present owner(s) of 366 Jackson St. W., Marguerite Hannon, or in the event that the sale of the above property is concluded prior to registration of the encroachment agreement, Linda McQueen, the purchaser of said property, to retain the following inadvertent encroachment, consisting of front steps, 0.94m by 1.22m, be approved during the pleasure of City Council, provided:

- (1) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (2) That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
- (3) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

Cont'd ....

- Page 2 -  
December 16, 1987

Inadvertent Encroachment Agreement  
366 Jackson Street West

Cont'd ....

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CH:lj

c.c. L. Farr, City Solicitor's Department

I.D. #0043D (1)

F O R   A C T I O N

13cc

FROM Department of Engineering      DATE December 18, 1987  
TO Transport & Environment Committee      Refer to File No. T103-50(616)  
Attention Of C. Harason  
Your File No. 3-11.5

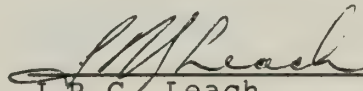
SUBJECT

Inadvertent Encroachment Agreement  
74 East Avenue North

RECOMMENDATION

That the application of Mr. J.J. Steadman, Solicitor, on behalf of the present owner(s) of 74 East Avenue North, Mark Vincent Strasser and, Tracy Irene Strasser, to retain the following inadvertent encroachment, consisting of an enclosed verandah, 0.38m by 7.68m, be approved during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
\_\_\_\_\_  
J.R.G. Leach  
Commissioner of Engineering

Cont'd...



-Page 2-  
December 19, 1987

Inadvertent Encroachment Agreement  
74 East Avenue North

Cont'd...

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CH/ma

cc: L. Farr, City Solicitor's Department

I.D. #0043D(46)

F O R   A C T I O N

14(a)

FROM Department of Engineering

DATE December 2, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application  
October 31, 1988 to November 7, 1988

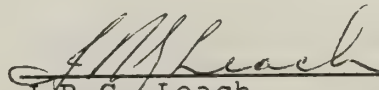
ORIGIN

We have received an application from "Public Works - Parks Division," requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Public Works - Parks Division" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 31, 1988 to November 7, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"Mum Show - Gage Park Greenhouses - Admission Free"

  
\_\_\_\_\_  
J.R.G. Leach  
Commissioner of Engineering

CH/ma

cc: H. Reinhold, Department of Public Works





14(b)

F O R   A C T I O N

FROM Department of Engineering DATE December 2, 1987  
TO Transport and Environment Committee Refer to File No. T103-37  
Attention Of C. Harason  
Your File No. 3-11.7

## SUBJECT

Banner Display Application  
January 25, 1988 to February 1, 1988

## ORIGIN

We have received an application from the "Heart and Stroke Foundation" requesting permission to display a promotional banner across Main Street, in front of City Hall.

## RECOMMENDATION

That the "Heart and Stroke Foundation" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 25, 1988 to February 1, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"Listen to your heart Beat the odds"  
Heart & Stroke Foundation of Ontario

*J.R.G. Leach*  
J.R.G. Leach  
Commissioner of Engineering

CH/ma

Xcc: H. Reinhold, Department of Public Works



I.D. #0043D (60)

F O R   A C T I O N

14(c)

FROM Department of Engineering      DATE December 2, 1987  
TO Transport & Environment Committee      Refer to File No. T103-37  
Attention Of C. Harason  
Your File No. 3-11.7

SUBJECT

Banner Display Application  
August 15, 1988 to August 22, 1988

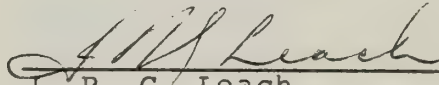
ORIGIN

We have received an application from the "Hamilton Help Centre" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Hamilton Help Centre" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from August 15, 1988 to August 22, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"WEEK OF THE OLDER WORKER -- II"

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

CH:mm  
Attach.

c.c. H. Reinhold, Department of Public Works





I.D. #0043D (1)

F O R   A C T I O N

14(d)

FROM Department of Engineering

DATE December 23, 1987

TO Transport and Environment committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application  
January 18, 1988 to January 25, 1988

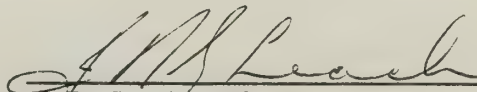
ORIGIN

We have received an application from the "Hamilton Steelhawks" requesting permission to display a promotional banner across Main Street, in front of City Hall.


RECOMMENDATION

That the "Hamilton Steelhawks" organization be permitted to display a promotional banner across Main street West, in front of City Hall, from January 18, 1988, to January 25, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, with the following message:

"OHL ALLSTAR - CHALLENGE SERIES  
January 26th - Copps Coliseum"

  
J.R.G. Leach

Commissioner of Engineering

 CH/ma

cc: H. Reinhold, Department of Public Works





F O R   A C T I O N

FROM Department of Engineering      DATE December 2, 1987  
TO Transport & Environment Committee      Refer to File No. G69-04  
Attention Of K. A. Brenner  
Your File No. \_\_\_\_\_

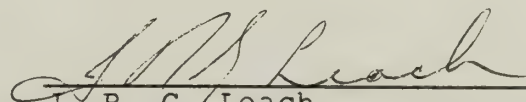
SUBJECT

Spencer Creek Floodline Mapping

RECOMMENDATION

That the City of Hamilton agrees that floodline mapping should be carried out on the Spencer Creek watercourse in the City of Hamilton under the Canada/Ontario Flood Damage Reduction Programme; and that the Municipality is aware of and understands the policies enunciated in the Agreement.

Note: The Hamilton Region Conservation Authority has applied to Ministry of Natural Resources for funding to undertake new floodline mapping of the Spencer Creek system, and the province requires the approval of the aforementioned resolution by all Municipalities in the watershed.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The Hamilton Region Conservation Authority has applied for funding from the Province to undertake new floodline mapping for the Spencer Creek watershed. This work is to be funded under the Canada-Ontario Flood Damage Reduction Programme. A publication describing the programme is submitted herewith and the secretary of your Committee has one copy of the actual agreement.

Cont'd ....

- Page 2 -  
December 2, 1987

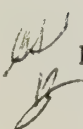
Spencer Creek Floodline Mapping

Cont'd ....

Very briefly, the essence of the agreement is that the Municipality by adopting the resolution in the recommendation of this report, will support the concept of controlling and possibly prohibiting development in the defined "flood areas".

The concept is not unreasonable. In the case of the City of Hamilton, this should have very little effect because very little of the Spencer Creek floodplain is in the City of Hamilton, and most of it appears to be open space with the exception of possibly some of the McMaster University parking lots.

For the above reasons, staff sees no reason to object to the Conservation Authorities request.

 KB:mm

I.D. #0007D(23)

16(a)

F O R I N F O R M A T I O N

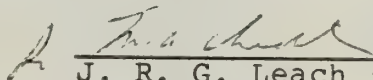
FROM Department of Engineering DATE December 2, 1987  
TO Transport & Environment Committee Refer to File No. S601-01  
Attention Of H. M. Smith  
Your File No. 3-11.7

SUBJECT

Incorporating Certain Lands into Chert Avenue and National Drive

RECOMMENDATION

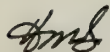
That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-8695 into Chert Avenue and Parts 1, 2, 3 and 6, Plan 62R-8695 into National Drive in conjunction with the proposed registration of an abutting subdivision (commonly known as Nash Orchard Heights West).

  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The City of Hamilton is the owner of all of the above-mentioned Parts and it is necessary that these Parts be incorporated into the respective streets mentioned above to provide access to the connecting streets as laid out in the said Nash Orchard Heights West Subdivision.

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

  
HMS:mm

c.c. G. Aston, Engineering Department





# PLAN OF NASH ORCHARD HEIGHTS WEST

REPLACES PLAN 62R-8695  
PART OF LOT 28 CONCESSION 4  
TOWNSHIP OF SALT FLEET  
CITY OF HAMILTON  
REGIONAL MUNICIPALITY OF HAMILTON WEST

SCALE: 1" = 100'  
DATE: 1987  
BY: [Signature]

CLOSE DATA

LOT	AREA (SQ. FT.)	AREA (SQ. YD.)	AREA (AC.)
1	10,000	230	0.23
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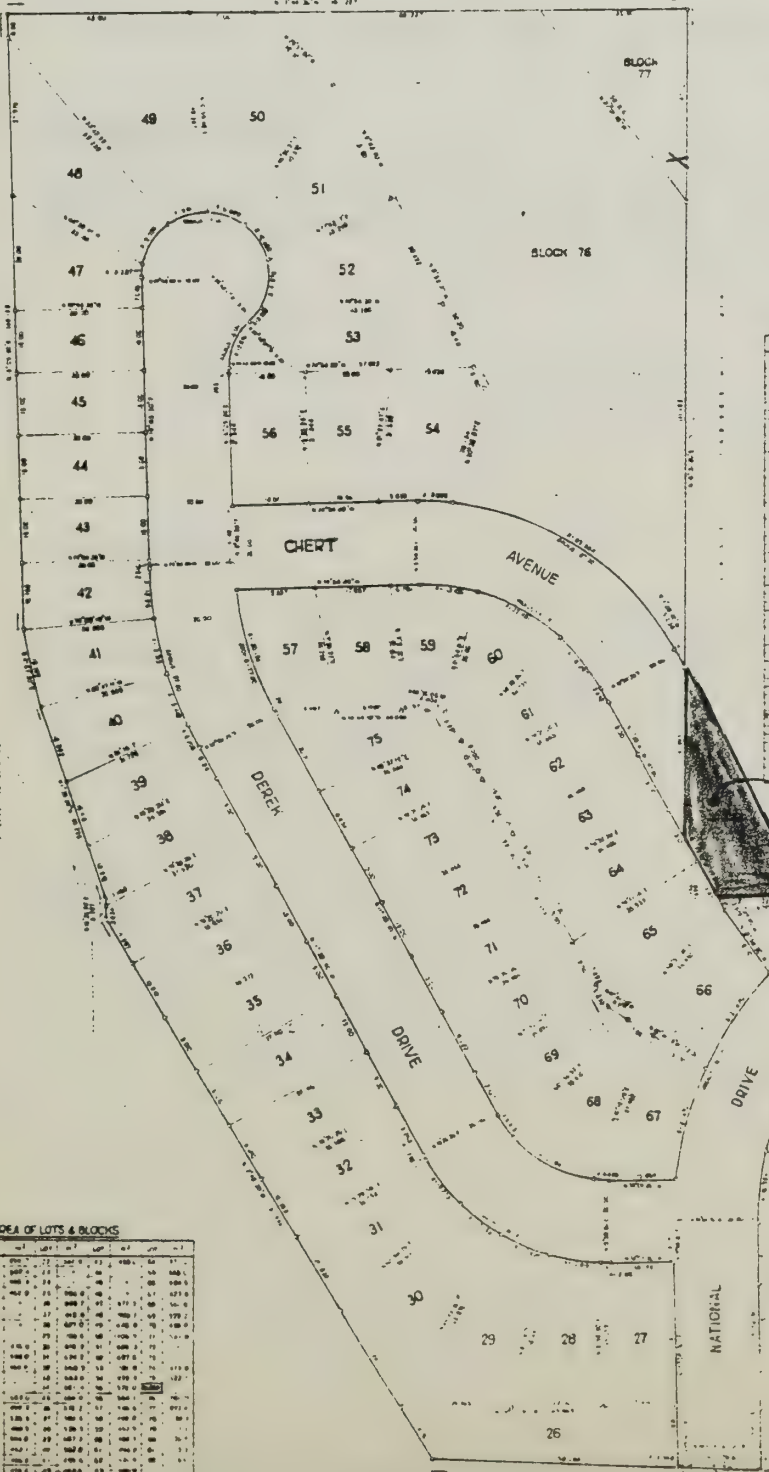
NOTES:  
1. THE LOT AREA IS BASED ON THE ASSUMPTION THAT THE LOT IS A RECTANGLE.  
2. THE LOT AREA IS BASED ON THE ASSUMPTION THAT THE LOT IS A RECTANGLE.  
3. THE LOT AREA IS BASED ON THE ASSUMPTION THAT THE LOT IS A RECTANGLE.  
4. THE LOT AREA IS BASED ON THE ASSUMPTION THAT THE LOT IS A RECTANGLE.

OWNER'S CERTIFICATE  
I, the undersigned, being the owner of the land described in the foregoing plan, do hereby certify that the same is true and correct.

Plan 62R-8695  
Parts 1, 2, 3 & 6  
Established by By-Law

AREA OF LOTS & BLOCKS

LOT	AREA (SQ. FT.)	AREA (SQ. YD.)	AREA (AC.)
1	10,000	230	0.23
2	10,000	230	0.23
3	10,000	230	0.23
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68	10,000	230	0.23
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94	10,000	230	0.23
95	10,000	230	0.23
96	10,000	230	0.23
97	10,000	230	0.23
98	10,000	230	0.23
99	10,000	230	0.23
100	10,000	230	0.23







I.D. #0043D (56)

16(b)

F O R   A C T I O N

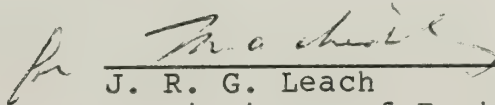
FROM Department of Engineering      DATE November 26, 1987  
TO Transport & Environment Committee      Refer to File No. S610-03  
Attention Of H. M. Smith  
Your File No. \_\_\_\_\_

SUBJECT

Incorporating Certain Lands into Rexford Drive


RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Part 4, Plan 62R-8775 into Rexford Drive.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The City of Hamilton is the owner of Part 4, Plan 62R-8775 and it is necessary that it be incorporated into Rexford Drive to provide access to the adjacent lands. All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

  
HMS:mm



1.D. #0043D(50)

F O R   A C T I O N

17

FROM Department of Engineering      DATE December 4, 1987  
TO Transport & Environment Committee      Refer to File No. T103-14  
Attention Of R.P. Meiers  
Your File No. 3-11.2

SUBJECT

Annual Permits for Overweight Vehicles  
Traffic By-Law 66-100

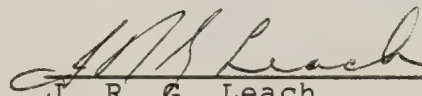
RECOMMENDATION

1. That the following changes be made in the charges per tonne of overload;

PER METRIC TONNE

<u>Type of Vehicle</u>	<u>Current Charge</u>	<u>Proposed Charge</u>	<u>% Increase</u>
Tractor Trailer	\$82	\$99	20%
Single Unit Truck	\$137	\$165	20%

2. That the annual overload permit fees be reviewed each year.



J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

By-Law 66-100 provides for the issuance of annual permits for an overweight vehicle on City streets provided payment has been made to the City Treasurer of a fee per tonne in excess of the weight permissible under The Highway Traffic Act. The current fee for a tractor trailer unit is \$82 per tonne overload and for a single unit truck, it is \$137 per tonne overload.

Cont'd...



-Page 2-  
December 4, 1987

Annual Permits for Overweight Vehicles  
Traffic By-Law 66-100

Cont'd ....

The rate increase should be in line with the increase that has occurred in the cost of reconstructing a standard 8.5m wide roadway. The current average cost of reconstructing this roadway is \$325.00 per metre, an increase of approximately 20% over the previous year's cost of \$270 per metre.

By applying a proportionate increase to the annual overload permit fees, the following rates would apply:

In the case of a tractor trailer unit, a fee in the sum of \$99 for each tonne in excess of the registered weight of the unit and, in the case of a single unit truck, \$165 for each tonne in excess of the registered weight of the truck.

RPM/ma

cc: K.A. Rouff, City Solicitor  
cc: E.C. Matthews, City Treasurer  
cc: M. Hazell, Traffic Department

F O R     A C T I O N

18

FROM Department of Engineering

DATE December 8, 1987

TO Transport & Environment Committee

Refer To File No. T103-14

Attention Of R. P. Meiers

Your File No. 3-11.2

SUBJECT

Annual Overload Permit - Stelco

ORIGIN

We have received an application from the Steel Company of Canada for an annual overload permit to operate one overloaded single unit truck on various Regional Roads and City streets.

## RECOMMENDATIONS

- (1) That in accordance with By-Law 66-100 that the Steel Company of Canada be given an annual overload permit for the year 1988 for one vehicle for a total fee of \$577.50.
- (2) That 12% or \$69.30 be credited to City account number 0404-28345 and that 88% or \$508.20 be credited to Regional account number 0319-7610.

*J. R. G. Leach*  
J. R. G. Leach  
Commissioner of Engineering

## ANALYSIS

We have reviewed the vehicle involved and in accordance with By-Law 66-100 and the related current regulations of The Highway Traffic Act, find that the overload and the related permit fee is as follows:

<u>VEHICLE</u>	<u>OVERLOAD</u>	<u>PERMIT FEE</u>
Unit #6801 Tractor	3.5 Tonnes	\$577.50

Cont'd . . . .


- Page 2 -  
December 8, 1987

Annual Overload Permit - Stelco

Cont'd ....

FINANCIAL CONSIDERATION

Pursuant to By-Law 66-100 and the above-noted overload, the annual permit fee for this vehicle will be \$577.50. The route that this vehicle travels along consists of approximately 88% Regional Roads and 12% City Streets.

 RPM:mm

c.c. J. Cerio, Regional Finance  
c.c. R. Hayes, City Treasury Department



F O R     A C T I O N

FROM Department of Engineering DATE December 17, 1987  
TO Transport & Environment Committee Refer To File No. S718-22  
Attention Of D. Christilaw  
Your File No. 3-11.4

## SUBJECT

Plan of Subdivision for "RYMAL SURVEY ADDITION", Hamilton

## RECOMMENDATION

- (1) Item 29 of the Transport & Environment Committee Report 15-84, as adopted by City Council on September 25, 1984, be rescinded.
- (2) The submitted schedules for the estimated cost of services in "RYMAL SURVEY ADDITION" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (3) The approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (4) In the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.
- (5) The Executive Committee recommend the source of funding for the City's share of services for this subdivision, the sum being \$37,812.23.

*J. R. G. Leach*  
J. R. G. Leach  
Commissioner of Engineering

Cont'd . . .

Plan of Subdivision for "RYMAL SURVEY ADDITION", Hamilton

Cont'd ....

BACKGROUND

Clause 4(b) of the Twenty-Fifth Report of the Planning and Development Committee, as adopted by City Council on January 10, 1984 recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is Spadar Developments (R. Frisina, President).

The engineering schedules were previously approved by Council in 1976 and again in 1984. However, the subdivider did not take any action to develop these lands at those times. Also, no attempt has been taken since 1984, to start construction of municipal services, even though the developer has had the approval to do so. The owner has now indicated that he is willing to proceed once again, and as a result revised cost estimates for City services have been submitted for Council's approval.

Copies of the Engineer's estimates for the costs for services, Schedules "E", "F", and "G" as prepared by William L. Sears and Associates, and copies of the proposed Final Survey Plan, as prepared by J. David Peters O.L.S. have been submitted to Regional Engineering for approval.

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "RYMAL SURVEY ADDITION" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Catch Basins & Connections	\$ 9,261.48
Sidewalks & Curbs	\$ 8,769.14
Preliminary Roads	\$ 6,795.99
Finished Roads	\$12,394.54
Grading & Seeding	\$ 591.08
TOTAL CITY SHARE	<u>\$37,812.23</u>

The City's share (\$37,812.23) is attributable to services along the south side of Ottaviano Drive and will be recoverable from the Board of Education in accordance with present recovery agreements.

Cont'd ....

- Page 3 -  
December 17, 1987

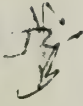
Plan of Subdivision for "RYMAL SURVEY ADDITION", Hamilton

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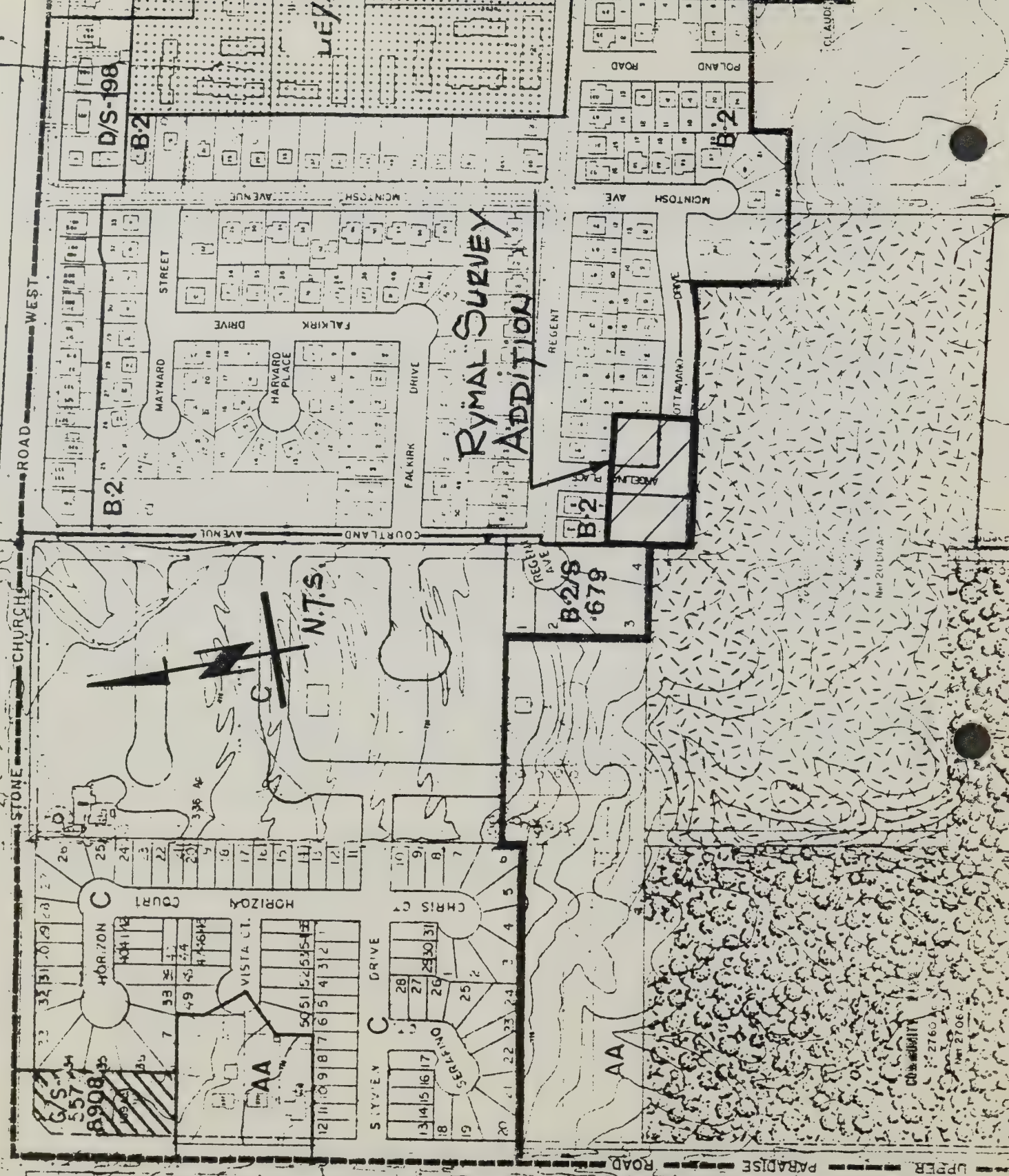
The estimated cost of the Subdivider's share of City services is estimated to be \$66,691.02.

For the Committee's information, the storm sewers have been designed to accept weeping tile drainage only from the proposed lots. The surface drainage from the road and the lots will be directed to the south to drain over Board of Education lands. The downstream storm sewers are presently loaded to capacity and this plan was only approved subject to the drainage being handled in this manner.

The registration of this Plan of Subdivision will result in the creation of five (5) lots for single family residential use.

 DVC:mm



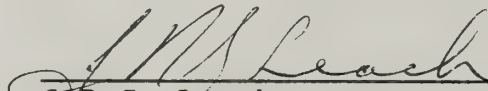




1988 Reconstruction Program

Cont'd.

- g) Hughson Street from Haymarket Street to Charlton Avenue.
  - h) Isabel Avenue from Main Street to Queenston Road.
  - i) Kenora Avenue from Barton Street to 100m northerly.
3. That the Executive Committee recommend the amount and source of funds to be provided for this Capital Project.
  4. That the Commissioner of Engineering be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

  
J.R.G. Leach  
Commissioner of Engineering

Analysis

The 1987-91 Capital Budget makes a provision in the amount of \$7,695,000 for the reconstruction of roads, curbs, sidewalks and alleys in the City in 1988. The estimated subsidy from the Ministry of Transportation is \$2,695,000. The estimated net City cost is \$5,000,000.

The Region has included \$100,000 for curb replacement and road restoration where sidewalks are being reconstructed along Regional Roads. Since a total of \$193,000 is required for the curb and road restoration along Regional Roads where sidewalks are being reconstructed, it will be necessary for the City to assume \$93,000 of these costs if a decision is made for these works to proceed.

Cont'd...



1988 Reconstruction Program

Cont'd...

The proposed 1988 Program is divided into the following sections:

- 1) Reconstruction of roads and abutting sidewalks.
- 2) Reconstruction of sidewalks only.
- 3) Reconstruction of public assumed alleys.
- 4) Supplementary List.

The projects in the Program are reviewed in detail by this Department and the Traffic, Public Works, Planning, Transportation, Community Development Departments and the utility companies. All the necessary work to the underground and overhead services will be undertaken prior to the road reconstruction.

The road widening policy, as adopted by Council on January 12, 1982, is to widen within the road allowance to provide a road width of 8.5m. Where proposed widths are shown less than 8.5m, a widening was not possible due to a substantial number of trees or grade limitations.

All streets in the Program have been identified in the 1987 Road Needs Study as now-deficient in conjunction with the criteria established by the Ministry of Transportation.

The annual Program is developed each year by the Engineering Department on behalf of the City of Hamilton by utilizing the following:

- 1) Road Needs Study
- 2) Proposed sewer works
- 3) Other proposed projects
- 4) Traffic volumes
- 5) Input from the Public Works Department
- 6) Investigation requests from Aldermen and the public.

Cont'd...

1988 Reconstruction Program

Cont'd...

1) Road Needs Study

Each municipality is required to undertake a Road Needs Study to provide the Ministry of Transportation with sufficient information to develop a subsidy allocation program based on the condition of the existing road system. This information is obtained through the process of:

- a) Developing an inventory of those roads, structures and railway crossings that make up the system;
- b) Identifying any deficiencies and estimating the cost to remove them.

Based on the 1987 Update of the Road Needs Study, there are approximately 168 km of roads which are now-deficient and would require \$70,131,000 to remove the deficiencies. Approximately 61 km of roads have never been constructed as finished roads and would be candidates for local improvements. Therefore, approximately 107 km of roads are now-deficient and could be considered for reconstruction at an estimated cost of \$44,668,000.

2) Proposed Sewer Works

This Department co-ordinates road projects with major sewer works on now-deficient roads.

For those roads which are all in the now-deficient category, the decision to proceed with sewer works assists staff in assigning the priority to certain road projects.

The following streets on the Program require major sewer works which must be undertaken during 1988:

Barton Street  
Cannon Street  
Hughson Street

Cont'd...

1988 Reconstruction Program

Cont'd...

If the road work is not approved for these streets, it will be necessary for staff to report to Regional Council to request additional funds for road restoration.

If the road work does not proceed, the sewer contractor will be required to restore the trench portion of the road only. This restoration would probably be torn up when the remainder of the pavement deteriorates to a state that requires complete reconstruction.

3) Other Proposed Projects

Once the preliminary Program is evolved, it is circulated to other civic departments for their review and comments. This Department is made aware of future projects such as proposed road closures for park purposes and redevelopment of City or Regional lands, which may impact on any proposed road reconstruction.

4) Traffic Volumes

When traffic volume information is available for two streets being considered for reconstruction, a higher priority is assigned to the street that has a higher traffic volume.

5) Input from the Public Works Department

This Department works closely with the Public Works Department. Input is received from the District Foremen concerning roads and sidewalks which should be inspected and considered for the Program. In this way, staff are then made aware of how extensive the maintenance repairs and costs are along individual streets and sidewalks. Staff are then able to prioritize projects to minimize the expenditure of maintenance funds.

Cont'd...



-Page 6-  
December 17, 1987

1988 Reconstruction Program

Cont'd...

6) Investigation requests from Alderman and the public

During the year, many investigation requests are forwarded to this Department from the Ward Alderman and the public. In response, staff make a site visit to assess the condition of the road or sidewalk.

*pls*  
RPM/ma

cc: K.A. Rouff, City Solicitor  
cc: E.A. Simpson, City Clerk  
cc: E.C. Matthews, City Treasurer  
    Att: B. Hotrum  
cc: G. Lawson, Commissioner of Finance  
    Att: J. Cerio  
cc: J. Schatz, Secretary  
    Executive Committee  
    City Clerk's Department

ID # 0074D (6)  
Disk # 0002D

CITY OF HAMILTON

1988 RECONSTRUCTION/RESURFACING PROGRAM

PREPARED BY

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

ENGINEERING DEPARTMENT

DECEMBER 1987

December 22, 1987

<u>Contents</u>	<u>Page</u>	<u>Estimated Cost</u>
A. Roads & Abutting Sidewalks	1-4	\$5,401,000
B. Sidewalks Only	5-7	2,218,000
C. Alleys	8	<u>76,000</u>
	TOTAL	7,695,000
D. Supplementary List (Projects to be done in 1988 if residual funds are available)	9-11	2,822,800



CITY OF HAMILTON 1988 RECONSTRUCTION/RESURFACING PROGRAM

PAGE 1

A. ROADS & ABUTTING SIDEWALKS

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Beland Ave.	Roxborough	Queenston	610m	7.3m	8.5m	535,000	- road reconstruction & widening - (0.6m each side - sidewalk reconstruction (both sides)
Brant St.	Niagara	Sherman	775m	9.1m	9.1m	527,000	- road reconstruction & widening - (1.7m south side - Birch to 30m east) - sidewalk & curb repair/reconstruction (both sides)
Burlington St.	James	Wellington	835m	12.8m	12.8m	970,900	- road reconstruction - sidewalk & curb repair/reconstruction (both sides) 1987 carry over
East 12th St.	Queensdale	Fennell	445m	7.3m	7.3m	248,000	- road reconstruction - sidewalk reconstruction (both sides)

A. ROADS & ABUTTING SIDEWALKS (CONT'D)

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
East 13th St.	Inverness	Queensdale	160m	7.3m	7.3m	102,100	- road reconstruction - sidewalk reconstruction (both sides)
Ferrie St.	James Bay	Hughson MacNab	90m	8.9m	8.9m	67,000	- road reconstruction - sidewalk reconstruction (both sides)
			110m	8.9m	8.9m	86,000	- 1987 carry over
Haymarket St.	Hughson	John	110m	12.0m	11.0m	131,000	- road reconstruction, narrowing (1.0m south side only) - sidewalk reconstruction (both sides)
Hughson St.	Haymarket	Charlton	275m	7.5m-8.6m	8.5m	213,000	- road reconstruction & widening - (0.5m each side Haymarket to Augusta) - sidewalk reconstruction & repair (both sides) - in conjunction with storm sewers

A. ROADS & ABUTTING SIDEWALKS (CONT'D)

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Hunter St.	Bay	James	420m	9.1m-10.9m	9.1m-10.9m	361,000	- road reconstruction - sidewalk reconstruction (both sides)
Inchbury St.	Tecumseh	30m north of York	260m	7.6m	7.6m	182,000	- road reconstruction - sidewalk reconstruction (both sides) - 1987 carry over
Kenora Ave.	100m north of Barton St.	100m	8.5m	13.4m	60,000	- road widening & curb reconstruction - in conjunction with Region's road works on Barton St.	
Locke St.	King Tecumseh	Main York	230m 300m	7.0m 9.1m	7.0m 9.1m	148,000 238,000	- road reconstruction - sidewalk reconstruction & repair (both sides) - sidewalk reconstruction only (east side)
MacNab St.	Guise	Strachan	650m	8.2m	8.2m	478,000	- road reconstruction - Burlington to Strachan - sidewalk reconstruction (east side) - Guise to Burlington - 1987 carry over



CITY OF HAMILTON 1988 RECONSTRUCTION/RESURFACING PROGRAM

PAGE 4

A. ROADS & ABUTTING SIDEWALKS CONT'D

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Stanley Ave.	Dundurn	Locke	390m	7.3m	7.3m	212,000	- road reconstruction - sidewalk repair only (both sides) - 1987 carry over
Stinson St.	Emerald	Wentworth	395m	9.7m	9.7m	379,000	- road reconstruction - sidewalk reconstruction & repair (both sides)
Stinson Ct.	Wentworth	East End	150m	7.3m	7.3m	146,000	- road reconstruction - sidewalk reconstruction (both sides)
Wentworth St.	North End	Burlington	310m	9.1m	9.1m	287,000	- road reconstruction - sidewalk reconstruction (both sides)

B. SIDEWALKS ONLY

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Side</u>	<u>Length</u>	<u>Estimated Cost</u>	<u>Remarks</u>
Barton St.	James	Kenilworth	Both	1070m	607,000	- sidewalk reconstruction & repair - in conjunction with Region's sewer & road works.
Bay St.	Bold	Duke	Both	175m	34,000	- sidewalk reconstruction (both sides) - Regional Road
Cannon St.	Bay	Victoria	Both	2150m	356,000	- sidewalk reconstruction & repair in conjunction with Region's sewer & road works.
Ferguson Ave.	Forest Charlton	Charlton South End	West Both	95m 75m	23,000 16,000	- sidewalk reconstruction sidewalk reconstruction
Ford St.	Grove	Grange	East	240m	49,000	- sidewalk reconstruction
John St.	St. Joseph's	South End	West	120m	33,000	- sidewalk reconstruction - reconstruct, repair curb east side.

## B. SIDEWALKS ONLY (CONT'D)

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Side</u>	<u>Length</u>	<u>Estimated Cost</u>	<u>Remarks</u>
Lochearne St.	Breadalbane	Dundurn	North	130m	26,000	- sidewalk reconstruction
Macallum St.	Wilfred	Wentworth	Both	400m	99,000	- sidewalk reconstruction
Main St.	Westbourne	Cootes	Both	1500m	193,000	- sidewalk reconstruction - in conjunction with Region's road works.
Mountain Park Ave.	Poplar	Sherman	South	300m	55,000	- sidewalk reconstruction
Ottawa St.	Barton	Main	Both	1300m	582,000	- sidewalk reconstruction - paving stones in boulevard - in conjunction with B.I.A. - Regional Road



B. SIDEWALKS ONLY (CONT'D)

CITY OF HAMILTON 1988 RECONSTRUCTION/RESURFACING PROGRAM

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Side</u>	<u>Length</u>	<u>Estimated Cost</u>	<u>Remarks</u>
Patrick St.	West End	Walnut	South	35m	6,000	- sidewalk reconstruction
Princess St.	Sherman	East End	South	215m	91,000	- sidewalk reconstruction - regrade & surface treat roadway
Tiffany St.	Stuart	Barton	East	200m	34,000	- sidewalk reconstruction
Wilfred St.	Burlington	Maculum	East	60m	14,000	- sidewalk reconstruction

CITY OF HAMILTON 1988 RECONSTRUCTION/RESURFACING PROGRAM

PAGE 8

C. ALLEYS

<u>Streets Between</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Estimated Cost</u>	<u>Remarks</u>
Emerald & Oak	Barton	Cannon	365m	76,000	- 1987 carry over

D. SUPPLEMENTARY LISTROADS AND ABUTTING SIDEWALKS

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Kenilworth Ave	100m north of Burlington St.	Burlington St.	100m	13.0m	13.0m	132,000	- road reconstruction - repair & reconstruct curbs
Isabel Ave.	Main	Queenston	195m	7.3m	8.5m	152,000	- road reconstruction & widening (0.6m each side) - sidewalk reconstruction (both sides)
Thayer Ave.	Upper Wellington	East 16th	240m	7.3m	7.3m	292,000	- road reconstruction - sidewalk reconstruction (both sides)
Desjardins Ct.	End of Ct. Paradise		240m	8.5m	8.5m	223,800	- road reconstruction - sidewalk reconstruction (both sides)



D. SUPPLEMENTARY LIST (Cont'd)ROADS AND ABUTTING SIDEWALKS

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Glen Rd.	Macklin	Paradise	155m	7.0m	8.5m	128,000	- road reconstruction & widening - (1.5m south side only) - sidewalk reconstruction (both sides)
Craigroyston Rd.	Main	Queenston	185m	7.3m	8.5m	169,000	- road reconstruction & widening (0.6m each side) - sidewalk reconstruction (both sides)
Tolton Ave.	Dunsmuir	Main	170m	7.3m	7.3m	137,000	- road reconstruction - sidewalk reconstruction (both sides)
East 26th St.	Concession	Queensdale	605m	7.3m	8.5m	456,000	- road reconstruction & widening (0.6m each side) - sidewalk reconstruction (both sides)

## D. SUPPLEMENTARY LIST (Cont'd)

## ROADS AND ABUTTING SIDEWALKS

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length</u>	<u>Existing Width</u>	<u>Proposed Width</u>	<u>Estimated Cost</u>	<u>Proposed Improvements</u>
Glenholme Ave.	Lucerne	King	190m	7.3m	7.3m	115,000	- road reconstruction - sidewalk reconstruction (both sides)
Ontario Ave.	Main	Alanson	380m	7.3m	7.3m	248,000	- road reconstruction - sidewalk reconstruction (both sides)
Kensington Ave.	King	Montclair	450m	7.3m	7.3m	236,000	- road reconstruction - sidewalk repair only (both sides)
Mapleside Ave.	Aberdeen	Glenfern	250m	7.3m	7.3m	132,000	- road reconstruction - sidewalk repair only (both sides)
Tuxedo Ave.	Roxborough Main		400m	7.3m	7.3m	291,000	- road reconstruction - sidewalk reconstruction (both sides)
Spruceside Ave.	Aberdeen	Glenfern	240m	7.3m	7.3m	111,000	- road reconstruction - sidewalk repair only (both sides)





F O R   A C T I O N

21

FROM Department of Public Works      DATE 1987 December 15  
TO Transport and Environment Committee      Refer To File No. 87-2000C  
Attention Of J.G. Pavelka  
Your File No. \_\_\_\_\_

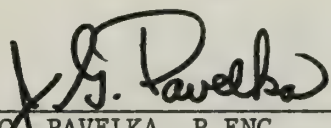
SUBJECT

Collection of Compacted Waste From Apartments

RECOMMENDATION

That approval for any additional applications for collection of compacted waste service from apartment buildings be delegated to the Director of Public Works and

That applicants be added to the collection of compacted waste service subject to the verification by City staff that working compaction facilities exist in the building and effective from the date of the above verification.

  
\_\_\_\_\_  
J.G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

BACKGROUND

For many years prior to 1983, the City of Hamilton had a policy of reimbursing apartment owners/managers for their cost in disposing of compacted waste in any apartment building. This was a very costly procedure and one over which the City exercised little control. Payments were simply made upon the submission of an invoice from an owner/manager of a building which had a compaction unit.

Early in 1983, City Council hired a contractor to collect this compacted waste in an effort to evolve economies of scale and control over the cost of this function.

City Council on May 31, 1983 adopted Item 3 of the Tenth Report of the Transport and Environment Committee, which reads, in part "iii That any additional applications received from apartment owners applying for the service ... be forwarded to the Transport and Environment Committee for consideration."

The only requirement or condition is that a working compaction facility exist within the apartment building. Attached is an example of a previous report submitted and subsequently approved by Committee and Council.

CONCLUSION

"To cut red tape" and avoid the two week Committee/City Council approval process, it is being recommended that the authority to approve additional applications be delegated to the Director of Public Works and that the applicants be added to the collection of compacted waste service subject to the verification by City staff that working compaction facilities exist in the building and effective from the date of the above verification.

JGP/km  
attach.

F O R   A C T I O N

10

FROM Public Works Department DATE 1987 November 24  
TO Transport and Environment Committee Refer To File No. 87-2000C  
Attention Of J. G. Pavelka  
Your File No. \_\_\_\_\_

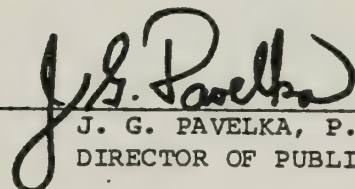
SUBJECT

Collection of Compacted Waste from Apartments

RECOMMENDATION

That the following apartment building(s) be added to the collection of compacted waste service provided by the City of Hamilton, subject to compaction facilities being installed and operational:

1. 575 Queenston Road (231 units)
2. 770 Queenston Road (214 units)
3. 75 Barlake Avenue (303 units)

  
J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

BACKGROUND

City Council, at its meeting held on 1983 May 31, adopted item 3 of the Tenth Report of the Transport and Environment Committee which reads, in part, "iii That any additional applications received from apartment owners applying for the service.....be forwarded to the Transport and Environment Committee for consideration."

Application(s) for inclusion in the garbage service, provided by the City to apartments with compaction units, have been received from the owner(s) or agent(s) for the apartment building(s) listed in the Recommendation above.

Accordingly, we are recommending that these buildings be included in the "collection of compacted garbage" service provided by the City of Hamilton, subject to verification by City staff that working compaction facilities exist in the building(s) and effective from the date of the above verification.

Total number presently being serviced	- 15,843 units
Additional units being recommended, as per this report	<u>748 units</u>
If approved, total number of units being serviced	<u>16,591 units</u>

JGP:DH:jh





22(a)

THE CORPORATION OF THE CITY OF HAMILTON

FROM: K. A. Rouff, City Solicitor

1987 November 11

TO: Transport and Environment Committee

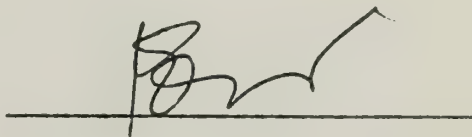
110-2.240

SUBJECT

By-law respecting the construction of local improvements of a finished roadway and concrete sidewalks & curbs on Limeridge Rd. - \$516,000.00

RECOMMENDATION

That City Council enact the attached by-law on **January 12, 1988** in accordance with the authorization contained in Item 5 of the 13th Report of the Executive Committee, adopted by City Council on June 23, 1987.


BACKGROUND

The construction of these local improvements was approved by Council on June 23, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, October 15, 1987, the Ontario Municipal Board's Order No. E 871019 was granted.

- c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Dept.  
Attention: Mr. L. Franco  
Attention: Mr. R. P. Meiers
- c.c. Mr. E. A. Simpson, City Clerk
- c.c. Mr. E. C. Matthews, City Treasurer  
Attention: Mr. Grant Keith  
Attention: Mr. T. Bradbury

Att'd. [illegible]

RECEIVED  
RM  
NOV 12 1987  
T. & E. C.  
LEGAL DEPARTMENT  
THE CORPORATION OF  
THE CITY OF HAMILTON

RECEIVED  
RM  
NOV 12 1987  
CLERK  
LEGAL DEPARTMENT





22(b)

FROM: K. A. Rouff, City Solicitor

1987 November 11

TO: Transport and Environment Committee

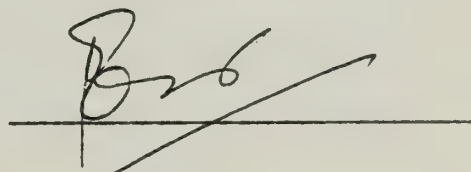
110-2.238

SUBJECT

By-law respecting the construction of local improvements of a finished roadway and concrete curbs on Ferguson Ave. from approximately 64 m north of Burlington St. to Dock Service Rd. - \$158,000.00

RECOMMENDATION

That City Council enact the attached by-law on January 12, 1988, in accordance with the authorization contained in Item 3 of the 13th Report of the Executive Committee, adopted by City Council on June 23, 1987.



BACKGROUND

The construction of these local improvements was approved by Council on June 23, 1987, in adopting the above-mentioned resolution, subject to the Ontario Municipal Board's approval to the financing of the work. On Thursday, October 15, 1987, the Ontario Municipal Board's Order No. E 871020 was granted.

- c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Dept.  
Attention: Mr. L. Franco  
Attention: Mr. R. P. Meiers
- c.c. Mr. E. A. Simpson, City Clerk
- c.c. Mr. E. C. Matthews, City Treasurer  
Attention: Mr. Grant Keith  
Attention: Mr. T. Bradbury

Att'd.

RECEIVED  
RM

NOV 12 1987

T. + E. C.

LEGAL DEPARTMENT  
THE CORPORATION OF  
THE CITY OF HAMILTON

RECEIVED  
RM

NOV 12 1987

CLERK



URBAN/MUNICIPAL

CA40N HBL A05

C51T6

CITY CLERK

K. E. AVERY  
DEPUTY CITY CLERK



CITY HALL  
HAMILTON, ONTARIO  
L8N 3T4

# THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1987 December 23

## NOTICE OF TRANSPORT AND ENVIRONMENT COMMITTEE BUDGET MEETING

### TRANSPORT AND ENVIRONMENT COMMITTEE

Friday, January 8, 1988

9:30 o'clock a.m.

Room 233, City Hall

R. C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

URBAN MUNICIPAL

DEC 29 1987

NOTE: A hot lunch will be provided at 12:00 noon.

GOVERNMENT DOCUMENTS

AGENDA: *Package*  
*Coded Separately* CA40N HBL A05  
88 B72 [oversize]

A. Comments of the Chief Administrative Officer and City Treasurer

1. 9:30 a.m. - 10:30 a.m. - Traffic - For City
2. 10:30 a.m. - 12:00 p.m. - Public Works - Street Division
3. 12:00 p.m. - 1:00 p.m. - Lunch
4. 1:00 p.m. - 1:30 p.m. - Central Services - Garage
5. 1:30 p.m. - 2:30 p.m. - Local Roads
6. 2:30 p.m. - 3:00 p.m. - School Crossing Guards
7. 3:00 p.m. - 3:15 p.m. - Pollution Control







# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

CAL ON HBLA03  
CSIT6  
1988

1988 January 14

URBAN MUNICIPAL

JAN 19 1988

## NOTICE OF MEETING

GOVERNMENT DOCUMENTS

### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, January 18, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

R. C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

**NOTE:** Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, January 4, 1988 meeting of the Transport and Environment Committee.

### PURCHASING

2. (a) Supply and Delivery of Asphaltic Products  
(b) Supply and Delivery of Chemicals  
(c) Annual Supply Contracts

### DIRECTOR OF PROPERTY

3. Expropriation of land at rear of 969 Queenston Road  
- Vedemo Construction Ltd. (In Trust) and 546636 Ontario Ltd.





#### DIRECTOR OF TRAFFIC

4. Parking Regulations
  - (a) Greenford Drive between Neil Avenue and Owen Place.
  - (b) North side of Mons Avenue, east of Avondale Avenue.
5. Apartment Building at No. 60 Robinson Street - Application for a Time Limit Exemption Permit.
6. Intersection of Strathcona Avenue and Florence Street - Request for a School Traffic Officer.
7. 836-840 Concession - Boulevard Parking Application.
8. Correspondence from Mrs. Geraldine Shapiro - Pedestrian Crossing of Upper James Street.

#### ENGINEERING

9. Banner Displays
  - (a) Support the Kidney Foundation, please give generously February 22, 1988 to February 29, 1988.
  - (b) Arena Cross Copps Coliseum Sat. April 16/88  
March 28, 1988 to April 4, 1988
  - (c) Cari-Can Festival - August 19-21, 1988  
August 8, 1988 to August 15, 1988.
10. Incorporating Certain Lands
  - (a) Delancey Boulevard and Hussar Avenue.
  - (b) Brigade Drive, Dublin Drive and Josephine Drive.
11. Local Improvement charges for construction of Roads, Curbs, Sidewalks and Alleys.
12. "Flat Rate" Policy for the Recovery of City Servicing Costs Associated with 0.3m Reserves.
13. Amendment to Standard Subdivision Agreement regarding costs for Street Trees.
14. Proposed Walkway Closure - Gilkson Neighbourhood between Garrow Drive and Glenvale Drive from Cranbrook to Greyfriar Drive.
15. Additional Funding for Loconder Gardens.



#### MISCELLANEOUS

16. Letter from the Board of Education re: Representation on the Transport and Environment Committee.
17. Ontario Good Road Association - Annual Conference - February 21 to Wednesday, February 24, 1988.
18. Proposal to reduce the 1988 Transport and Environment Current Budget Estimates - City Treasurer.

#### DELEGATIONS - 3:00 p.m.

19. Request for Alley Closure - East-West Alley First North of Delaware Avenue from Gladstone Avenue to the North-South Alley.

#### BILLS

20. Proposed expropriation of part of 163 Centennial Parkway North to acquire a rear parcel of land to extend a roadway.





OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Letter from Ms. Darlene McGrator - 4 Kinrade Ave.	Nov. 16/87	Ald. Agro	Review Pending
2. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
3. Hamilton Perimeter Road Report	Nov. 10/87	Mr. Leach	Report Pending
4. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Leach	Awaiting response from applicant
5. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
6. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
7. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
8. Increasing amount of road re-construction	Jan 4/88	Mr. Leach	Report Pending





Monday, January 4, 1988  
3:00 o'clock p.m.  
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman G. Copps, Vice-Chairman  
Alderman M. Kiss  
Alderman V. Agro  
Alderman P. Valeriano  
Alderman D. Agostino  
Alderman P. Cowell  
Alderman T. Murray  
Mayor R. Morrow

Also Present: Mr. J. Pavelka, Director of Public Works  
Mrs. B. Spademan, Public Works  
Mr. M. Main, Director of Traffic Services  
Mr. G. Aston, Engineering  
Mr. R. Meiers, Engineering  
Mr. J. Avery, Purchasing  
Mr. M. Watson, Property  
Mrs. Diane Buist, Hamilton-Wentworth Regional Police  
Staff Sgt. Spadoni, Hamilton-Wentworth Regional Police

The Committee approved the Minutes of the November 30, 1987 meeting of the Transport and Environment Committee as amended to show Alderman Kiss away due to an illness in the family.

The Committee approved the following recommendations of the Acting Manager of Purchasing:

- (a) That purchase orders be issued for the provision of labour and equipment rental as and when required during the 1987-1988 winter season, in accordance with specifications issued by the Manager of Purchasing and Vendors' tender, as follows:

i. 741806 Ontario Inc., Operating as Blizzard Snow Plowing, Hamilton

One track sidewalk cleaner with blade - \$40 per hour

ii. Shanmark Construction Co. Ltd., Caledonia

One Motor Grader - \$74 per hour

NOTE: Only two tenders received. Funds provided in Hired Equipment Various Accounts.

As this additional equipment is required to compliment the snow clearing equipment, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the the next regular meeting of City Council".

- (b) That purchase orders be issued for the supply and delivery of PVC Conduit and Hardware as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

i. Westinghouse/Wesco, Hamilton \$14,470.91

ii. Vallance Brown, Hamilton \$12,866.11

Purchasing:  
1987-1988 Winter  
Season - Labour and  
Equipment Rental

PVC Conduit and  
Hardware

**NOTE:** Lowest of eight (8) tenders received. Funds provided in Stock Materials-Traffic Signals Account #0394-3323.

Flex-O-Lite of Canada,  
St. Thomas

- (c) That a purchase order be issued to Flex-O-Lite of Canada, St. Thomas for the supply and delivery of Moisture proof drop-on Glass Beads for street painting as and when required during 1988, at a unit cost of \$13.75 per 50 lb. bag, plus 7% Provincial Sales Tax, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

**NOTE:** Only tender received. Funds provided in Stock Materials-Pavement Markings Account #0394-3324.

Brome Stampings &  
Alloys, Mississauga

- (d) That a purchase order be issued to Brome Stampings & Alloys, Mississauga for the supply and delivery of Street Name Sign Extrusions as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

- 6" - \$2.60 foot
- 8" - \$3.68 foot, including all charges

**NOTE:** Lowest of three (3) tenders received. Funds provided in Stock Materials Street Name Signs Account #0394-3326.

3M Canada Inc., London

- (e) That a purchase order be issued to 3M Canada Inc., London for approximately \$78,210.00 to supply and deliver Reflective Sheeting as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

**NOTE:** Lowest of two (2) tenders received. Funds provided in Stock Materials Account #0394-3325.

Traffic Signal Arms

- (f) That purchase orders be issued for the supply and delivery of traffic poles and hardware, and traffic signal arms as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

- |                                 |             |
|---------------------------------|-------------|
| i. Westinghouse/Wesco, Hamilton | \$31,873.72 |
| ii. Vallance Brown, Hamilton    | \$15,437.48 |

**NOTE:** Lowest of eight (8) tenders received. Funds provided in Stock Materials Traffic Signals Account #0394-3323.

Provincial Traffic  
Signs, Port Perry

- (g) That a purchase order be issued to Provincial Traffic Signs, Port Perry, for an approximate value of \$28,422 to supply and deliver Sign Blanks as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

**NOTE:** Lowest of three (3) tenders received. Funds provided in Stock Materials Traffic Sign Account #0394-3325.

- (h) i. That the City Council approve the increase of \$0.44 per blue box, as requested by the City's supplier, Busch-Coskery, from \$3.99 per box to \$4.43 per box (plus P.S.T.). Total cost increase - \$38,134.80
- ii. That the City purchase an additional 8,100 boxes at \$5.00 per box (plus P.S.T.) for a total cost of \$43,335. The above cost increase and additions to be shared with the Ministry of the Environment (1/3), O.M.M.R.I. (1/3) and the City of Hamilton (1/3).

- iii. That the the above approvals be conditional upon receipt of written approval from the Ministry of the Environment and O.M.M.R.I.

NOTE: Funds provided in Capital Budget, Reserve for Capital Projects Account #0280-27.

NOTE: Alderman Kiss, Alderman Copps, and Alderman Agostino wished to be recorded as being apposed to this motion.

The Committee approved the following recommendation of the Acting City Solicitor respecting the proposed expropriation for the extension of Greenhill Avenue:

Expropriation for the extension of Greenhill Avenue

That in order to extend Greenhill Avenue to provide a highway to serve a new subdivision known as "Nash Orchard Heights West" by expropriating a parcel of land for highway and municipal purposes comprising 656.65 square metres (7,068.3 square feet) shown as Parts 1 and 2 on Reference Plan 62R-8912, it is recommended that the City Clerk be authorized and directed to:

- (a) Give Notice of the City's application to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;
- (b) Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and
- (c) Sign and receive the said application for approval of this expropriation.

The Committee approved the following recommendation of the Acting City Solicitor respecting a Garbage Collection Agreement for 470 Stone Church Road East - Municipal Non-Profit Housing Corporation:

Garbage Collection Agreement: 470 Stone Church Road East

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Municipal Non-Profit (Hamilton) Housing Corporation for the collection of garbage at 470 Stone Church Road East, Hamilton.

NOTE: As the Municipal Non-Profit (Hamilton) Housing Corporation is owned by the Corporation of the City of Hamilton, Mr. Simpson the Insurance Committee Chairman is satisfied with the Municipal Non-Profit Housing Corporation's insurance policy.

The Committee approved the following recommendations of the Director of Traffic Services respecting Boulevard Parking Applications:

Boulevard Parking Applications

- (a) That the application by Trane Service Agency, to lease a portion of the boulevard of Acorn Street adjacent to No. 10 Sanford Avenue North be approved provided that:
  - i. The applicant pays the annual fees in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$100.00 per year) plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1986 February 14.
  - ii. The owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.

Trane Service Agency



- iii. The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- iv. The driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- v. The owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all action, causes of actions, interest, claims, demands, costs, damages, expenses and loss.

Go Transit - 71 Rebecca  
Street

(b) That the application by Go Transit to lease a portion of the boulevard of Catharine Street North adjacent to No. 71 Rebecca Street be approved, provided that:

- i. The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$50.00 per year), plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.
- ii. The owner pays a one time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii. The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- iv. The parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- v. The owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

85 Robinson Street

- (c) i. That the boulevard parking agreement, registered as Instrument No. 221779 C.D., between Hamilton Thistle Holdings Limited and the City, which permits parking on the road allowance of Robinson Street adjacent to No. 85 Robinson Street be discharged, at the property owner's expense; and
- ii. That the City Solicitor be directed to prepare the necessary documents in relation to the discharge of this agreement, subject to the property owners executing an agreement to permit the paving to remain on the adjacent road allowance of Robinson Street (an area of approximately 756 sq. ft.); and
- iii. That the City Treasurer be directed to revise the billing records accordingly.

The Committee approved the following recommendations of the Director of Traffic Services respecting Parking Regulations:

Haymarket Street

- (a) That a "No Parking Anytime" regulation be implemented on the south side of Haymarket Street commencing 92 feet east of Hughson Street South and extending to a point 123 feet easterly therefrom; and

- (b) That a full-time parking prohibition be implemented on the east side of Balsam Avenue South between Main Street East and Maplewood Avenue, in place of the existing "Alternate Side Parking" regulation; and
- (c) That a "One Hour Parking Time Limit" regulation be implemented on the south side of Napier Street between Wellesley Street and Pearl Street North; and
- (d) That Parking be prohibited between 8:00 a.m. and 8:00 p.m., Monday to Friday, on the east side of Rendell Boulevard between Queensdale Avenue and a point 203 feet north of Brucedale Avenue; and
- (e) That an "Alternate Side Parking" regulation be implemented on Arnold Street between Forysth Avenue South and Dalewood Avenue South in combination with the existing "One Hour Parking Time Limit 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation, such that parking is prohibited:
  - i. On the south side of the street during the months of December, January, February, and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
  - ii. On the north side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (f) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendations of the Director of Traffic Services with respect to School Traffic Officers:

- (a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Upper Wellington Street and Fennell Avenue East at this time.

NOTE: Alderman Merling, Alderman Kiss, and Alderman Copps indicated that they wished to be recorded as being opposed to this motion.

- (b) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;
  - i. A School Traffic Officer be assigned to the intersection of Garrow Drive and Cranbrook Drive, for the morning and evening school crossing periods only; and
  - ii. The 1988 budget estimates be revised by including \$4,270 to cover the cost of assigning a School Traffic Officer to this location.

- (c) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Napier Street and Locke Street at this time.

NOTE: Alderman Kiss, and Alderman Copps indicated that they wished to be recorded to as being opposed to this motion.

- (d) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Queen Victoria and Queenslea Drive at this time.

School Traffic  
Officers

NOT be assigned at  
Upper Wellington  
Street and Fennell  
Avenue East

Garrow Drive and  
Cranbrook Drive

NOT be assigned at  
Napier Street and  
Locke Street

NOT be assigned at  
Queen Victoria and  
Queenslea Drive



School Traffic Officer -  
Franklin Road and East  
27th Street - Temporary  
basis

- (e) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the 1988 budget estimates be revised by including an additional \$3,588 to cover the cost of assigning a School Traffic Officer to the intersection of Franklin Road and East 27th Street on a temporary basis until June 1988.

NOTE: Alderman Valeriano requested that Mrs. Diane Buist of the Community Services Department of the Hamilton-Wentworth Regional Police report back to the Committee with a recommendation on how more school traffic officers could be hired in the City of Hamilton.

- (f) That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

Stonechurch Road and  
Courtland Avenue

- i. A School Traffic Officer be assigned to the intersection of Stonechurch Road and Courtland Avenue, for the morning and evening school crossing periods only; and
- ii. The 1988 budget estimates be revised by including \$4,270 to cover the cost of assigning a School Traffic Officer to this intersection.

112 Ontario Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting a report for a reserved permit parking space for a handicapped resident at 112 Ontario Avenue:

- (a) That a Permit Parking Regulation be implemented on the west side of Ontario Avenue, commencing 56 feet south of Stinson Street and extending to a point 24 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Rudy Schinschick, No. 112 Ontario Avenue; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.

Director of Traffic  
Services - 1988 Current  
Budget Proposed Revenue  
Packages

The Committee approved the following recommendation of the Director of Traffic Services respecting the 1988 current budget proposed revenue packages:

- (a) That a one-time application processing fee of \$150 be charged for each commercial boulevard parking agreement executed by the City; and
- (b) That a one-time fee processing of \$40 be charged for inspection and processing of signing and authorization for private parking lots with authorized parking only; and

NOTE: Alderman Agro indicated that he wished to be recorded as being opposed to this motion.

Alderman Merling, Alderman Copps, Alderman Murray, Alderman Kiss, Alderman Agro, Alderman Valeriano, and Alderman Agostino indicated they wished to be recorded as being opposed to a recommendation by the Director of Traffic Services respecting an annual lease fee of \$24 for each residential boulevard front yard parking space in addition to the present insurance and processing fees of \$20. As a result this recommendation was not approved.

Intersection control -  
Huckleberry Drive/  
Huckleberry Place and  
Strawberry Drive

The Committee approved the following recommendation of the Director of Traffic of Services respecting intersection control at the intersection of Huckleberry Drive/Huckleberry Place and Strawberry Drive:

- (a) That northbound and southbound traffic on Strawberry Drive be required to stop for eastbound and westbound traffic on Huckleberry Drive/Huckleberry Place; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Time Limit Exemption Permit for 123 MacNab Street South:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption permit to each of the first 11 applicants residing in the apartment building at No. 123 MacNab Street South.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

The Committee approved the following recommendation of the Director of Traffic Services respecting Turn Control Regulations at Britannia Avenue east of Kenilworth Avenue North:

- (a) That westbound motorists in the north curb lane of Britannia Avenue, east of Kenilworth Avenue North, be required to turn right at this intersection; and
- (b) That By-law 66-100 be amended accordingly.

The Committee approved the recommendations of the Commissioner of Engineering with respect to the following Inadvertent Encroachment Agreements:

- (a) On Hunter Street West, abutting 117 Ray Street South, date of report December 2, 1987, file No. T103-50(614).
- (b) 366 Jackson Street West, date of report December 16, 1987, file No. T103-50(615).
- (c) 74 East Avenue North, date of report December 18, 1987, file No. T103-50(616).

The Committee approved the recommendations of the Commissioner of Engineering respecting the following applications for Banner Displays across Main Street:

- (a) Mum Show - Gage Park Greenhouses - Admission Free  
October 31, 1988 to November 7, 1988
- (b) Listen to your heart Beat the odds  
January 25, 1988 to February 1, 1988
- (c) Week of the Older Worker -- II  
August 15, 1988 to August 22, 1988
- (d) OHL Allstar - Challenge Series  
January 26th - Copps Coliseum  
January 18, 1988 to January 25, 1988

NOTE: Alderman Copps indicated she wished to be recorded to being opposed to the items dealing with banners across Main Street.

Time Limit Exemption  
Permit - 123 MacNab  
Street South

Turn Control  
Regulations - Britannia  
Avenue east of Kenil-  
worth Avenue North

Inadvertent Encroach-  
ment Agreements:

Hunter Street West  
- 117 Ray Street South

366 Jackson Street  
West

74 East Avenue North

Banner Display  
Applications:

Spencer Creek Floodline  
Mapping

The Committee approved the following recommendation of the Commissioner of Engineering respecting an item dealing with the Spencer Creek Floodline Mapping:

That the City of Hamilton advise the Hamilton Region Conservation Authority that it agrees that floodline mapping should be carried out on the Spencer Creek watercourse in the City of Hamilton under the Canada/Ontario Flood Damage Reduction Programme and that the Municipality is aware of and understands the policies enunciated in the Agreement.

NOTE: The Hamilton Region Conservation Authority has applied to Ministry of Natural Resources for funding to undertake new floodline mapping of the Spencer Creek system, and the province requires the approval of the aforementioned resolution by all Municipalities in the watershed.

Chert Avenue and  
National Drive

The Committee approved the following recommendation of the Commissioner Engineering respecting the incorporation of certain lands into Chert Avenue and National Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-8695 into Chert Avenue and Parts 1, 2, 3 and 6, Plan 62R-8695 into National Drive in conjunction with the proposed registration of an abutting subdivision (commonly known as Nash Orchard Heights West).

Rexford Drive

The Committee approved the following recommendation of the Commissioner of Engineering respecting the incorporation of certain lands into Rexford Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 4, Plan 62R-8775 into Rexford Drive.

Annual Permits for  
Overweight Vehicles

The Committee approve the following recommendation of the Commissioner of Engineering respecting Annual Permits for Overweight Vehicles Traffic By-Law 66-100:

- (a) That the following changes be made in the charges per tonne of overload for annual permits for Overweight Vehicles:

<u>PER METRIC TONNE</u>			
<u>Type of Vehicle</u>	<u>Current Charge</u>	<u>Proposed Charge</u>	<u>% Increase</u>
Tractor Trailer	\$82	\$99	20%
Single Unit Truck	\$137	\$165	20%

- (b) That the annual overload permit fees be reviewed each year.

Annual Overload Permit  
for Stelco

The Committee approved the following recommendation of the Commissioner of Engineering respecting Annual Overload Permit for Stelco:

- (a) That in accordance with By-Law 66-100 that the Steel Company of Canada be given an annual overload permit for the year 1988 for one vehicle for a total fee of \$577.50.
- (b) That 12% or \$69.30 be credited to City account number 0404-28345 and that 88% or \$508.20 be credited to Regional account number 0319-7610.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Plan of Subdivision for Rymal Survey Addition, Hamilton:

Plan of Subdivision  
for Rymal Survey  
Addition, Hamilton

- (a) That item 29 of the Transport and Environment Committee Report 15-84, referring to a Plan of Subdivision for Rymal Survey Addition, Hamilton, as adopted by City Council on September 25, 1984, be rescinded.
- (b) That the submitted schedules for the estimated cost of services in "Rymal Survey Addition" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Catch Basins & Connections	\$ 9 261.48
Sidewalks & Curbs	\$ 8 769.14
Preliminary Roads	\$ 6 795.99
Finished Roads	\$12 394.54
Grading & Seeding	\$ 591.08
<b>TOTAL CITY SHARE</b>	<b>\$37 812.23</b>

- (c) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (d) That in the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.
- (e) That the Executive Committee recommend the source of funding for the City's share of services for this subdivision, the sum being \$37,812.23.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the 1988 Reconstruction Program:

1988 Reconstruction  
Program

- (a) That the 1988 Reconstruction Program in the amount of \$7,695 be approved.
- (b) That the necessary By-laws be prepared by the City Solicitor and the City Clerk be authorized and directed to advertise these By-laws as required by Section 301 of The Municipal Act, outlining the City's intention to proceed with the altering of the following streets:
  - i. Beland Avenue from Roxborough Avenue to Queenston Road.
  - ii. Brant Street from Birch Avenue to approximately 30m easterly.
  - iii. Craigroyston Road from Main Street to Queenston Road.
  - iv. East 26th Street from Concession Street to Queensdale Avenue.
  - v. Glen Road from Macklin Street to Paradise Road.
  - vi. Haymarket Street from Hughson Street to John Street.
  - vii. Hughson Street from Haymarket Street to Charlton Avenue.
  - viii. Isabel Avenue from Main Street to Queenston Road.
  - ix. Kenora Avenue from Barton Street to 100m northerly.



- (c) That the Executive Committee recommend the amount and source of funds to be provided for this Capital Project.
- (d) That the Commissioner of Engineering be authorized to undertake these works on behalf of the City of Hamilton once all the necessary approvals have been received.

NOTE: Alderman Valeriano requested that staff prepare a report on how more local road reconstruction could be initiated.

Collection of Compacted  
Waste from Apartments

The Committee approved the following recommendation of the Director of Public Works respecting the Collection of Compacted Waste from Apartments:

- (a) That approval for any additional applications for collection of compacted waste service from apartment buildings be delegated to the Director of Public Works and
- (b) That applicants be added to the collection of compacted waste service subject to the verification by City staff that working compaction facilities exist in the building and effective from the date of the above verification.

Bills

The following bills were introduced:

- (a) B-1 By-law respecting the construction of local improvements of a finished roadway and concrete sidewalks and curbs on Limeridge Road - \$516 000.
- (b) B-2 By-law respecting the construction of local improvements of a finished roadway and concrete curbs on Ferguson Avenue from approximately 64 m north of Burlington Street to Dock Service Road - \$158 000.
- (c) B-3 By-law respecting the construction of local improvements of an independent concrete sidewalk on south of Main Street West - \$41 300.
- (d) B-4 By-law to Widen Rexford Drive by Incorporating Therein Part 4, Plan 62R-8775.

There being no further business the was adjourned.

TAKEN AS READ AND APPROVED

R. C. Prowse  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp

FOR ACTION

2(a)

FROM T. Bradley, Manager of Purchasing  
TO TRANSPORT & ENVIRONMENT COMMITTEE

DATE 88.01.08

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

SUBJECT -SUPPLY AND DELIVERY OF ASPHALTIC PRODUCTS, PUBLIC WORKS DEPARTMENT,  
1988

RECOMMENDATION

That the following purchase orders be issued for the supply and delivery of Asphaltic products as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Norjohn Limited, Thorold

1. MTC primer in tank trucks delivered to various yards - \$0.3499/L
2. Cationic Asphalt Emulsions CRS-2 delivered to various yards - \$0.2982/L

Provincial sales tax extra at 7%

Capital Paving, Guelph


3. Hot Mix (cold laying) picked up at supplier's plant - \$45.50/tonne

Hydrotech Membrane Corporation, Markham

1. Crack sealing material in 10 tonne batches - \$787.93/tonne

Provincial sales tax extra at 7%

NOTE: 1. Lowest of two (2) tenders received  
2. Lowest of three (3) tenders received  
3. Lowest of four (4) tenders received  
Funds provided in Stock Materials Account #0393-3323.

  
T. Bradley, Manager of Purchasing





FROM T. Bradley, Manager of Purchasing

DATE 88.01.07

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1SUBJECT - SUPPLY AND DELIVERY OF CHEMICALS, PUBLIC WORKS DEPARTMENT, 1988RECOMMENDATION

That the following purchase orders be issued for the supply and delivery of Chemicals as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

Pollard Highway Products, Harrow

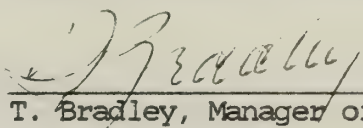
Flake Calcium Chloride in 40 kg. Bags at \$0.31 per kg. minimum 22,680 kg. plus \$20. pallet deposit charge if applicable, plus \$45/drop after first drop if applicable. Provincial sales tax extra at 7%.

NOTE: Lowest of five (5) tenders received. Funds provided in Stock Materials Account #0393-3323.

General Chemical, Mississauga

Liquid Calcium Chloride at \$0.1180 per litre minimum 13,500 litres. Provincial sales tax extra at 7%.

NOTE: Lowest of two (2) tenders received. Funds provided in Stock Materials Account #0393-3323.

  
T. Bradley, Manager of Purchasing

BACKGROUND - Tender analysisFlake Calcium Chloride   Liquid Calcium Chloride

Pollard Highway Products, Harrow	\$0.31/kg.	\$0.1497/L
General Chemical, Mississauga	0.3084/kg. *	0.1180/L
Harrisons & Crosfields, Downsview	0.392/kg.	
Diversey Wyandotte, Mississauga	0.43/kg.	
Stanchem, Etobicoke	0.44/kg.	

\*Price based on minimum truckload of 560 x 40kg. bags, with split loads charged at \$59.43 per drop off. \$20.00 deposit on pallets returnable to supplier's plant freight prepaid.

Thirty-five suppliers were requested to bid.



FOR ACTION

2(c)

FROM J. Avery, Acting Manager of Purchasing

DATE 87.12.31

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. \_\_\_\_\_

Attention Of \_\_\_\_\_

Your File No. 3-5.1

SUBJECT - ANNUAL SUPPLY CONTRACTS, PUBLIC WORKS DEPARTMENT, 1988

RECOMMENDATION

That purchase orders be issued for Annual Supplies for the Public Works Department as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

CORRUGATED RIVETED PIPE

Holt Culvert & Metal, Peterborough

1. 250mm pipe 10"-1.3mm - \$13.11/m      3. 900mm couplers - 2 mm - \$19.02/m

Clemmer Industries, Waterloo

- |                                     |                                   |
|-------------------------------------|-----------------------------------|
| 4. 250mm pipe 10"-1.6mm - \$11.87/m | 5. 300mm pipe 12"-2mm - \$17.01/m |
| 300mm couplers - 2mm - \$ 4.64/m    | 300mm pipe 12"-1.6mm - \$13.93/m  |
| 450mm couplers-2mm - \$ 7.90/m      | 450mm couplers-1.6mm - \$ 7.37/m  |
| 600mm couplers-2mm - \$11.37/m      | 450mm pipe 18"-2mm - \$25.34/m    |
| 3. 380mm pipe 15"-2mm - \$20.88/m   | 450mm pipe 18"-1.6mm - \$22.11/m  |
| 380mm pipe 15"-1.6mm - \$17.51/m    | 600mm pipe 24"-2mm - \$34.13/m    |
| 2. 380mm couplers-2mm - \$ 6.96/m   | 600mm pipe 24"-1.6mm - \$28.82/m  |

Koppers International, Cambridge

- |                                        |                                      |
|----------------------------------------|--------------------------------------|
| 1. 250mm couplers-1.6mm - \$ 4.67/m    |                                      |
| 2. 400mm pipe 15"-1.6mm - \$24.22/m    | 400mm couplers-2mm - \$12.63/m corr. |
| 400mm couplers-1.6mm - \$10.00/m corr. | 400mm couplers-2mm - \$ 9.33/m hel.  |
| 400mm couplers-1.6mm - \$ 7.39/m hel.  |                                      |

Armco Westeel Inc., Guelph

1. 380mm couplers-1.6mm - \$ 9.82/m

NOTE: 1. Only tender received.  
2. Lowest of two (2) tenders received  
3. Lowest of three (3) tenders received.  
4. Lowest of four (4) tenders received  
5. Lowest of five (5) tenders received  
Funds provided in Stock Materials Account 0393-3323.

Provincial sales tax included. Federal sales tax exempt.



GUIDE RAIL CABLE

Clemmer Industries, Waterloo

1/2", galvanized - .3900/ft.

Federal and Provincial sales taxes included

NOTE: Only tender received. Funds provided in Stock Materials Account 0393-3323.

FLEX BEAM

Canada Culvert & Metal, Maple

2.5mm gauge with hardware - \$17.79/m

Armco Westeel Inc., Guelph

10.5" bolts for flex beam - \$ 1.72 each

18" bolts for flex beam - \$ 1.94 each

1.5" bolts for flex beam - \$ 0.48 each

Terminal Sections - \$18.40 each

Federal and Provincial sales taxes included

NOTE: Lowest of three (3) tenders received. Funds provided in Stock Materials Account 0393-3323.

CONCRETE

Premier Concrete, Hamilton

Supplied & delivered in Supplier's trucks within City/Regional Limits

2% Calcium Chloride - \$2.00

Heat \$7.00 m<sup>3</sup> November 1-April 15

Sidewalk/Curb/Roadway Concrete - \$95.45

Overtime charge \$60/hr. for trucks held in excess of 60 mins.

Underload charges - 1m<sup>3</sup> - \$120.00

2 m<sup>3</sup> - \$ 80.00

3 m<sup>3</sup> - \$ 50.00

4 m<sup>3</sup> - \$ 30.00

Plant hours 7:00 a.m.-5:00 p.m. Monday through Friday

Red-D-Mix, Hamilton

Picked up by City/Regional trucks at Supplier's Plant

2% Calcium Chloride - \$2.00

Heat \$7.00 m<sup>3</sup> November 1-April 15

Sidewalk/Curb/Roadway Concrete - \$85.00

Overtime charge after 5:00 p.m. and before 9:00 p.m. add \$8/m<sup>3</sup>. After 9:00 p.m. and before 7:30 a.m. add \$16/m<sup>3</sup>.

Red-D-Mix Continued

Underload charges -  $1\text{mm}^3$  - \$120.00  
                           $2\text{ m}^3$  - \$ 80.00  
                           $3\text{ m}^3$  - \$ 50.00  
                           $4\text{ m}^3$  - \$ 30.00

Plant hours 7:30 a.m.-5:00 p.m. Monday through Friday

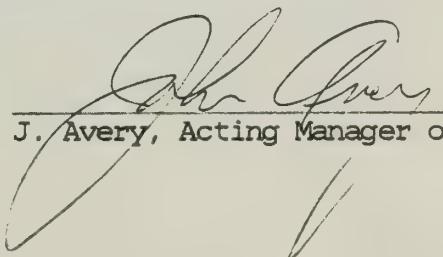
Delta Ready Mix Limited, Hamilton

Unshrinkable Fill - \$55.00 delivered, \$50.00 picked up.

Underload charges -  $1\text{mm}^3$  - \$120.00  
                           $2\text{ m}^3$  - \$ 80.00  
                           $3\text{ m}^3$  - \$ 50.00  
                           $4\text{ m}^3$  - \$ 30.00

Plant hours 7:00 a.m.-5:00 p.m. Monday through Friday

NOTE: Lowest of five (5) tenders received. Funds provided in Stock  
Materials Account 0393-3323.

  
\_\_\_\_\_  
J. Avery, Acting Manager of Purchasing

BACKGROUND

Twelve (12) suppliers were requested to bid.





3

F O R   A C T I O N

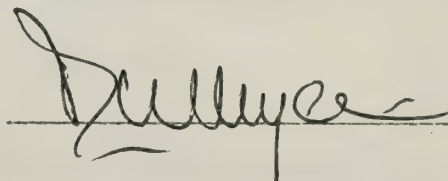
FROM D. W. Vyce, Director of Property      DATE December 24, 1987  
TO TRANSPORT & ENVIRONMENT COMMITTEE      Refer To File No. 34.5.1(4502)  
Attention Of \_\_\_\_\_  
Your File No. \_\_\_\_\_

SUBJECT

Expropriation of land at rear of 969 Queenston Road -  
Vedemo Construction Ltd. (In Trust) and 546636 Ontario Ltd.

RECOMMENDATION

That the Corporation of the City of Hamilton commence expropriation procedures to acquire a parcel of land from Vedemo Construction Ltd. (In Trust) and 546636 Ontario Ltd. measuring approximately 20.12 metres (66 feet) in width by a length of 85.739 metres (281 feet) from the land at the rear of 969 Queenston Road more particularly described as Part 1, 7 and 8 on Reference Plan 62R-8380.



BACKGROUND

In order that vehicle traffic and pedestrians from Riverdale East Neighbourhood would gain direct access to Queenston Road, City Council at its meeting on June 24, 1986, authorized this department to purchase the necessary lands to complete the extension of Bow Valley Drive to Queenston Road and complete Highridge Avenue.

The subject parcel of land which forms part of the above mentioned proposed road system has two owners who are in litigation at present pertaining to the ownership of the said land. Under the circumstances, neither party is in a position to provide the parcel of land required for the roadway to the City. Furthermore, we are unable to determine the duration of this legal procedure.

In addition, the subject parcel of land is required for the installation of sewers, which will service the rear lands north of Queenston Road. Owners of these lands have obtained approval of their zoning applications and at present they are in the process of preparing development plans.

This department therefore is recommending that the City commence expropriation proceedings in order to acquire the said parcel of land for roadway and municipal purposes. As you are aware, the land costs incurred by the City will be recovered ultimately from the abutting developers through the establishment of one foot reserves.

December 24, 1987  
Transport & Environment Committee  
Page 2

Continued...

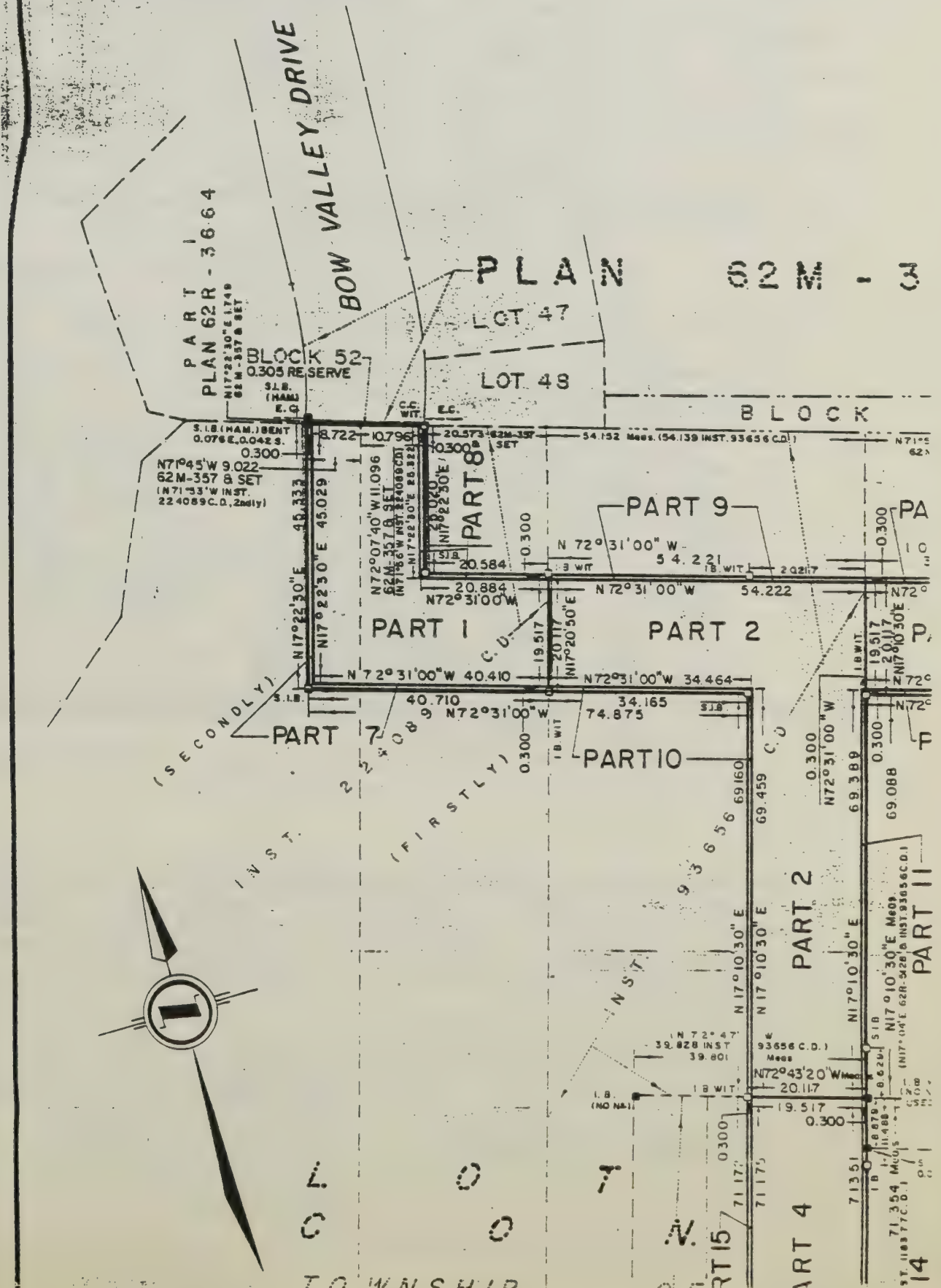
- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. V.J. Abraham, Director Local Planning
  - Mr. M. Chidley, Regional Surveyor

PLAN MATERIAL

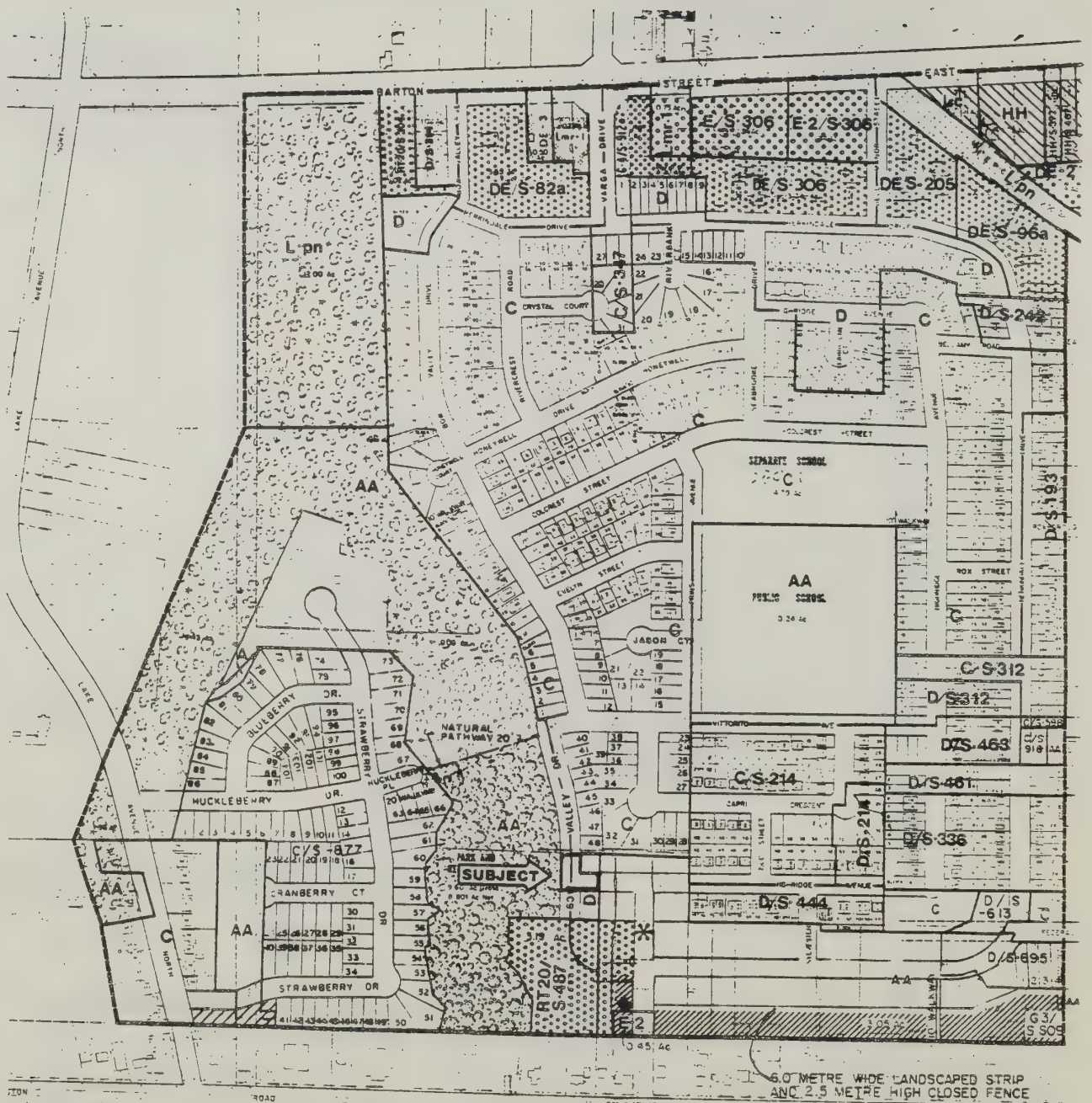
PLASTIC MATERIAL - MYLAR  
 -0.076 mm  
 -SPECIAL "T"

METRIC

DISTANCES SHOWN ON THIS  
 PLAN ARE IN METRES AND  
 CAN BE CONVERTED TO FEET  
 BY DIVIDING BY 0.3048.







THIS IS A GUIDE PLAN ONLY AND NOT A SUBJECT TO BE USED FOR DETAILS. CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON, 400-127th

## NON HIGHWAY COMMERCIAL

-INCLUDING NEIGHBOURHOOD COMMERCIAL

eg CONVENIENCE STORES AND COMMUNITY COMMERCIAL BUT EXCLUDING RESTAURANTS OR REFRESHMENT ROOMS, LAUNDRY OR DRY-CLEANING ESTABLISHMENTS AND STORAGE GARAGES.

### NOTE:

ITEM 23 OF THE TWENTIETH REPORT OF THE TRANSPORT AND ENVIRONMENT COMMITTEE WHICH WAS ADOPTED BY CITY COUNCIL AT ITS MEETING HELD ON 11/5/84 DECEMBER 11, 1984

## LAND USE

### RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- Commercial & apts.

- COMMERCIAL
- COMMERCIAL - SPECIAL PROVISIONS
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals  
Planning Bd. May 6, 1984 Cou

Revisions

CITY OF HAMILTON  
PLANNING DEPARTMENT

RIVERDALE EAST  
APPROVED PLAN



4(a)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1988 January 11

Refer To File No. TEC-06-88

Attention Of M. Hazell

Your File No. 3-9.2

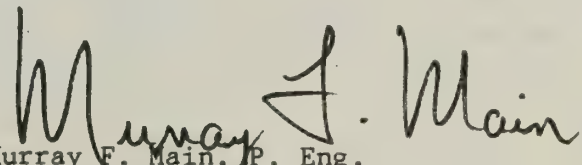
SUBJECT

Greenford Drive between Neil Avenue and Owen Place - Parking Regulations.

RECOMMENDATIONS

That, in combination with the existing "Alternate Side Parking" regulation:

- a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Greenford Drive from the southerly limit of Neil Avenue to Dover Drive; and,
- a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Greenford Drive between Neil Avenue and Owen Place; and,
- the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

Alderman Reg Wheeler recently forwarded to the Traffic Department a copy of a petition signed by representatives of 25 of the 35 single family homes on Greenford Drive between Neil Avenue and Owen Place, requesting that parking be prohibited on both sides of the street between 8:00 a.m. and 4:00 p.m. to eliminate problems related to Cardinal Newman High School students parking on the street.

Presently, there is an "Alternate Side Parking" regulation on both sides of Greenford in this area, except that there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of the street between

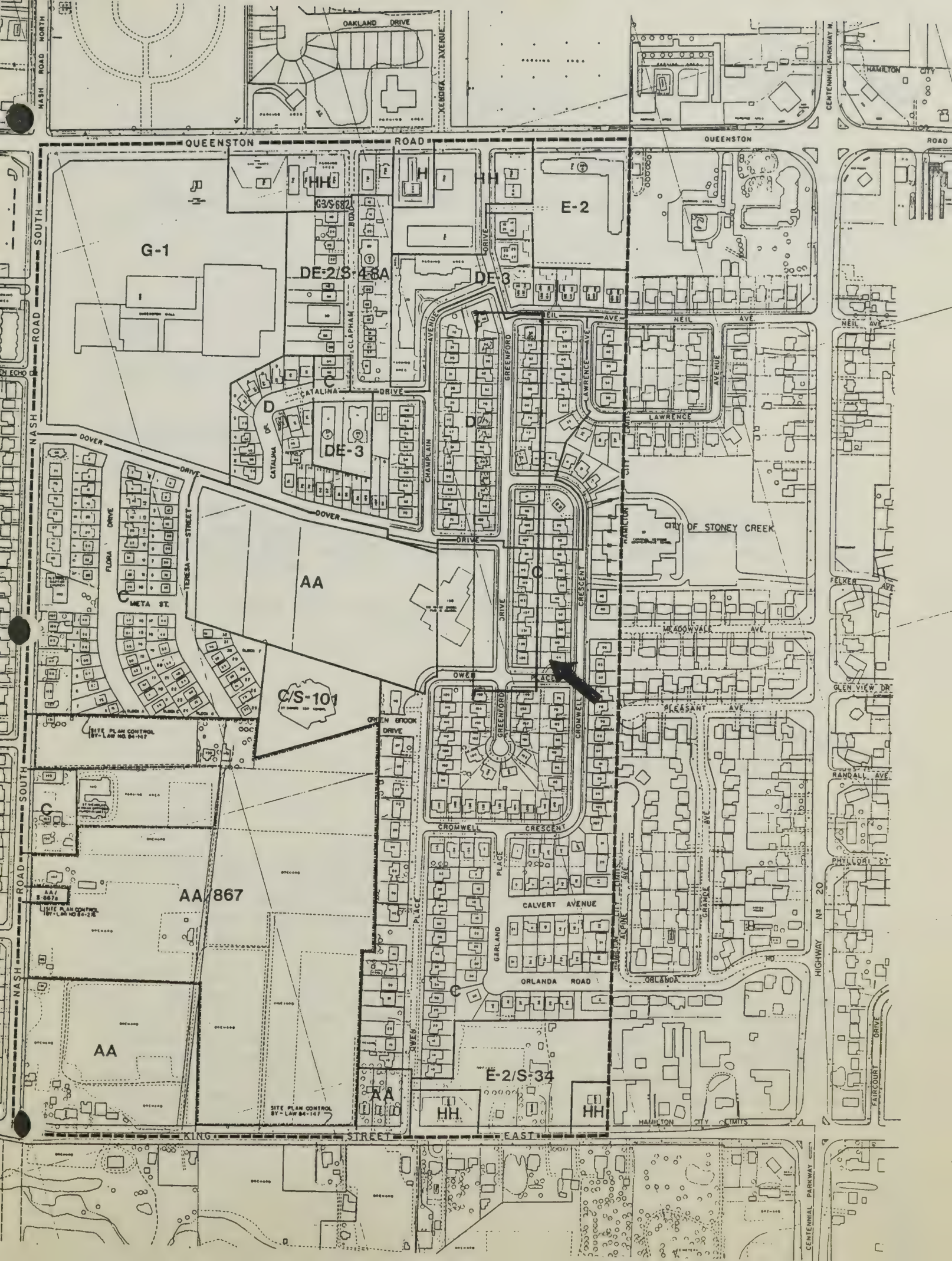


Owen Place and Dover Drive in front of Sir Isaac Brock School. A Traffic Department site investigation has determined that, where parking is permitted, Greenford is generally heavily parked during school hours by students of Cardinal Newman High School.

The requested part-time parking prohibition would appear to be over-restrictive and unnecessary since parking by all motorists, including students, residents and visitors, would be prohibited during the prescribed hours. Therefore, at the direction of Alderman Wheeler, the Traffic Department sent out questionnaires to the residents of the street to determine if a majority would be in favour of the requested regulation or a parking time limit. A "One Hour Parking Time Limit" is a less restrictive regulation which would also eliminate long term parking by students of Cardinal Newman High School but would still allow residents and visitors to park on the street. In any case, the results of the questionnaire indicate that representatives of 26 of the 35 homes on the street are still in favour of the part-time parking prohibition originally requested.

The implementation of the "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation would eliminate all parking on Greenford during school hours. However, since Cardinal Newman High School has limited student parking facilities, the students are forced to park on local residential streets in the vicinity of the school. Therefore, removing parking on the subject section of Greenford would undoubtedly transfer student parking onto other area streets and may result in complaints from other residents. In any case, since approximately 74 percent of the residents of Greenford between Neil and Owen support the part-time parking prohibition, and since all of the homes on the subject section of street have driveways, the Traffic Department concurs with the request. The existing "Alternate Side Parking" regulation would be retained, as would the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Greenford in front of Sir Isaac Brock Public School.









4(b)

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1988 January 07

Refer To File No. TEC-04-88

Attention Of M. Hazell

Your File No. 3-9.2

North side of Mons Avenue, east of Avondale Avenue - Parking Regulations.

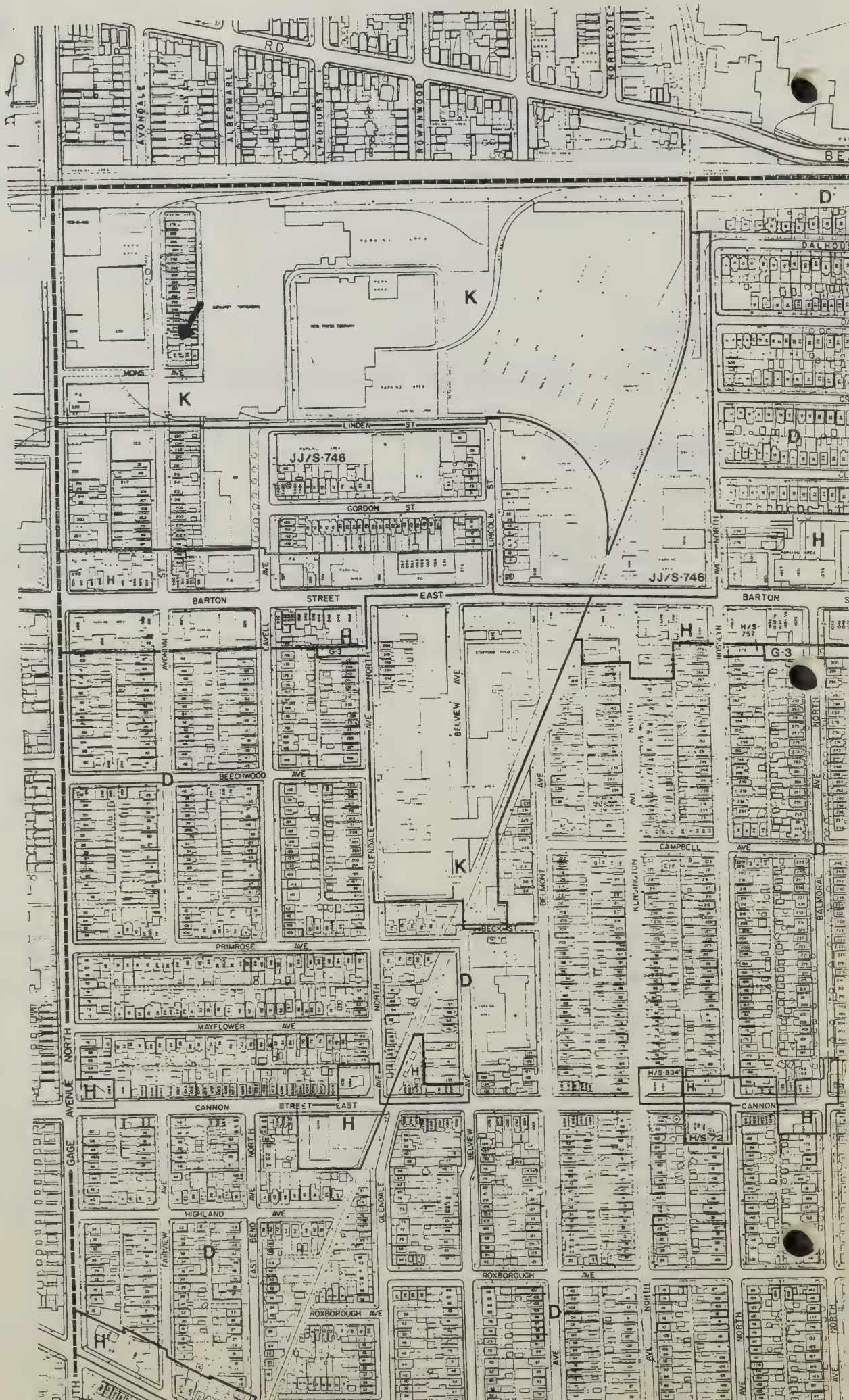
- a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Mons Avenue commencing 48 feet east of Avondale Avenue and extending to a point 20 feet easterly therefrom; and,
- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Mair  
Director of Traffic Services

The Traffic Department is in receipt of a request from the resident of No. 27 Mons Avenue that a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Mons Avenue in front of her home, in order to allow vehicles to load and unload a handicapped child who resides at this address.

Presently, there is unrestricted free parking on both sides of Mons in this area. However, in order to reserve a loading space directly in front of the property, the Traffic Department concurs with this request. The requested "No Stopping, Wheelchair Loading Only" regulation will result in the loss of only one on-street parking space during the day, directly in front of this home, and parking would be permitted after 5:00 p.m. on weekdays and all day on weekends. Therefore, the Traffic Department would not anticipate any parking problems resulting for other area residents.





F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1988 January 07

TO Transport and Environment Committee

Refer To File No. TEC-03-88

Attention Of M. Hazell

Your File No. 3-10.9

## SUBJECT

Apartment Building at No. 60 Robinson Street - Application for a Time Limit Exemption Permit.

## RECOMMENDATIONS

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 20 applicants residing in the apartment building at No. 60 Robinson Street.

Murray F. Main, Jr. Eng.  
Director of Traffic Services

## BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 60 Robinson Street, that time limit exemption permits be issued to residents of this building. The apartment building is located on the northeast corner of Park and Robinson, and the applicant has indicated that she wishes to park her vehicle in the "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation which is presently signed on Park and Robinson in this area.

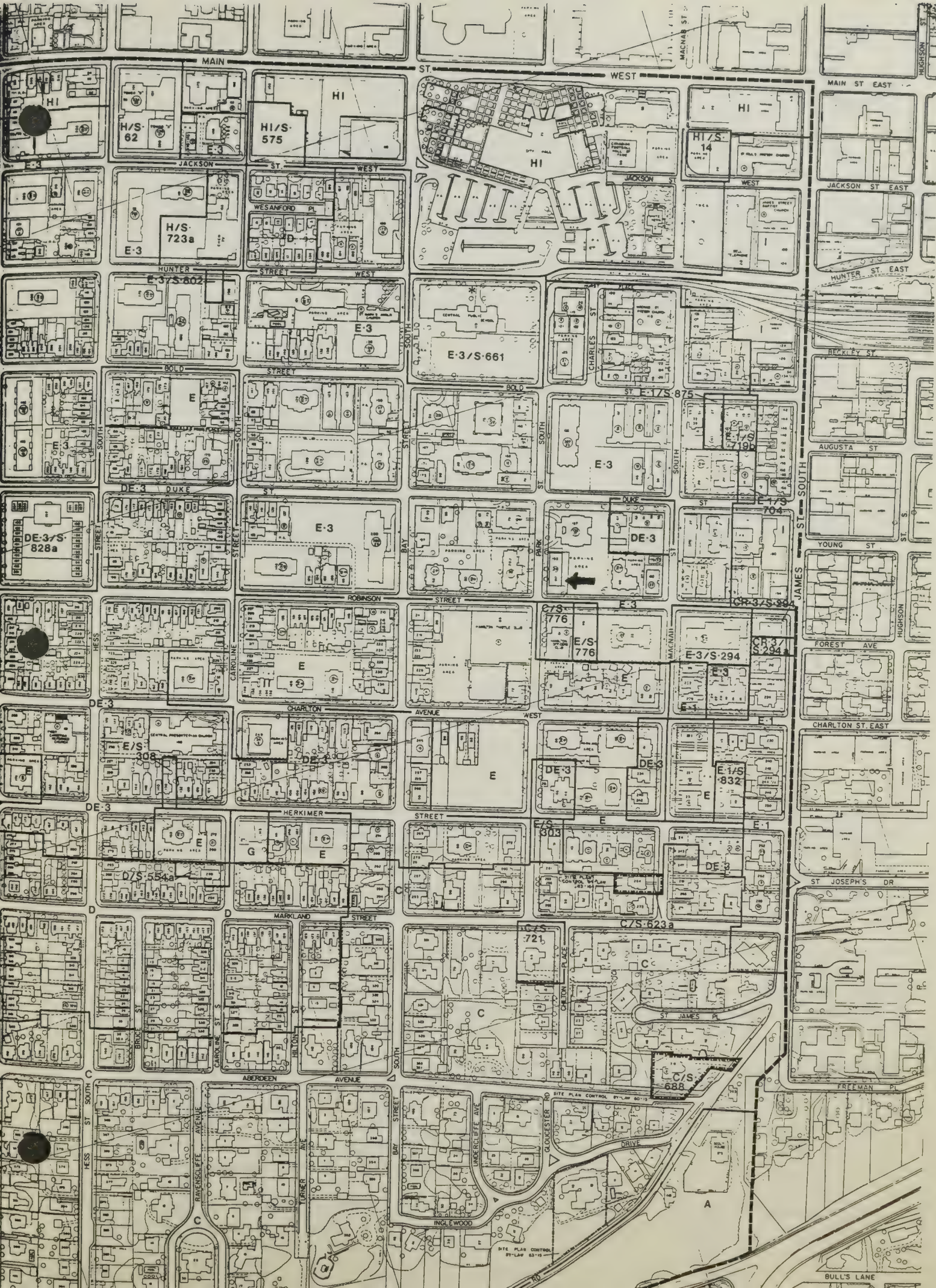
Investigations reveal that there are 28 dwelling units in the subject apartment building, and that there are three off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two, or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Park and Robinson in this area consist generally of apartment buildings.



Periodic observations reveal that although Park and Robinson are solidly parked during the day, there has not been a great demand for time limit exemption permits by area residents. Therefore, it appears that the parking is generally non-resident short term parking. Thus, the issuance of time limit exemption permits to residents of this apartment building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 23 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 20 off-street parking spaces in accordance with the current Zoning By-law requirement. Therefore, it would be appropriate to issue a maximum of 20 parking permits to the residents of this building, on a first come first served basis.









F O R A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1988 January 08

TO Transport and Environment Committee Refer To File No. TEC-07-88

Attention Of M. Hazell

Your File No. 3-9.6

## SUBJECT

Intersection of Strathcona Avenue and Florence Street - Request for a School Traffic Officer.

## RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Strathcona Avenue and Florence Street at this time.

Murray F. Main  
Director of Traffic Services

## BACKGROUND

Alderman Mary Kiss has advised of a request from area residents that a School Traffic Officer be assigned to the intersection of Strathcona and Florence due to an increase in traffic volumes associated with the temporary closure of the York Boulevard High Level Bridge. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location, with the High Level Bridge closed on 1987 December 08, and observed that there were safe gaps in traffic at the intersection, and that children had no problems crossing these streets. For these reasons, the Regional Police recommended that a School Traffic Officer not be assigned to this location.

The High Level Bridge was fully re-opened to traffic on 1987 December 24, and the traffic volumes on Strathcona and other area residential streets have returned to normal. Traffic Department records indicate that in the past seven years there has been only one motor vehicle collision reported at this intersection and no collisions during the closure of the bridge. The one reported accident did not involve a pedestrian.

In view of the above, the Traffic Department concurs with the recommendation of the Regional Police.







## A large, stylized number 7, rendered in a dark, textured, brush-like font. The number is positioned in the upper right quadrant of the page.

Murray F. Main, P. Eng.,

DATE 1988 January 14

Refer To File No. TEC-05-88

Attention Of M. Hazell

Your File No. 3-9.5

Wentworth Condominium Corporation No. 115, 836-840 Concession Street -  
Application for Boulevard Parking.

That the application by the Wentworth Condominium Corporation No. 115 to lease a portion of the boulevard of East 35th Street adjacent to Nos. 836 to 840 Concession Street be approved by permitting an exception to the existing policy, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25th (current rate is \$200.00 per year), plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.
- ii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main, Jr. Eng.  
Director of Traffic Services

## BACKGROUND

The management of Wentworth Condominium Corporation No. 115, 836 to 840 Concession Street, has applied for permission to lease a portion of the road allowance of East 35th Street adjacent to this property to park six vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant by the City.

The existing policy of the City is to lease portions of road allowance for parking purposes only for boulevards adjacent to commercial, industrial and institutional land uses and not for multiple residential uses. (Boulevard parking is permitted without charge for one, two and three family dwellings.) However, in this particular case, the adjacent building contained a non-conforming residential use which was recently converted to a condominium form of ownership. There are 18 parking spaces provided for the 24 dwelling units and six parking spaces could be provided on the adjacent boulevard such that there would be one parking space for each dwelling unit. The parking provided for this development would still be sub-standard since the zoning By-law currently requires that parking be provided at the rate of 1.25 spaces per dwelling unit (36 spaces) for a new development of this size.

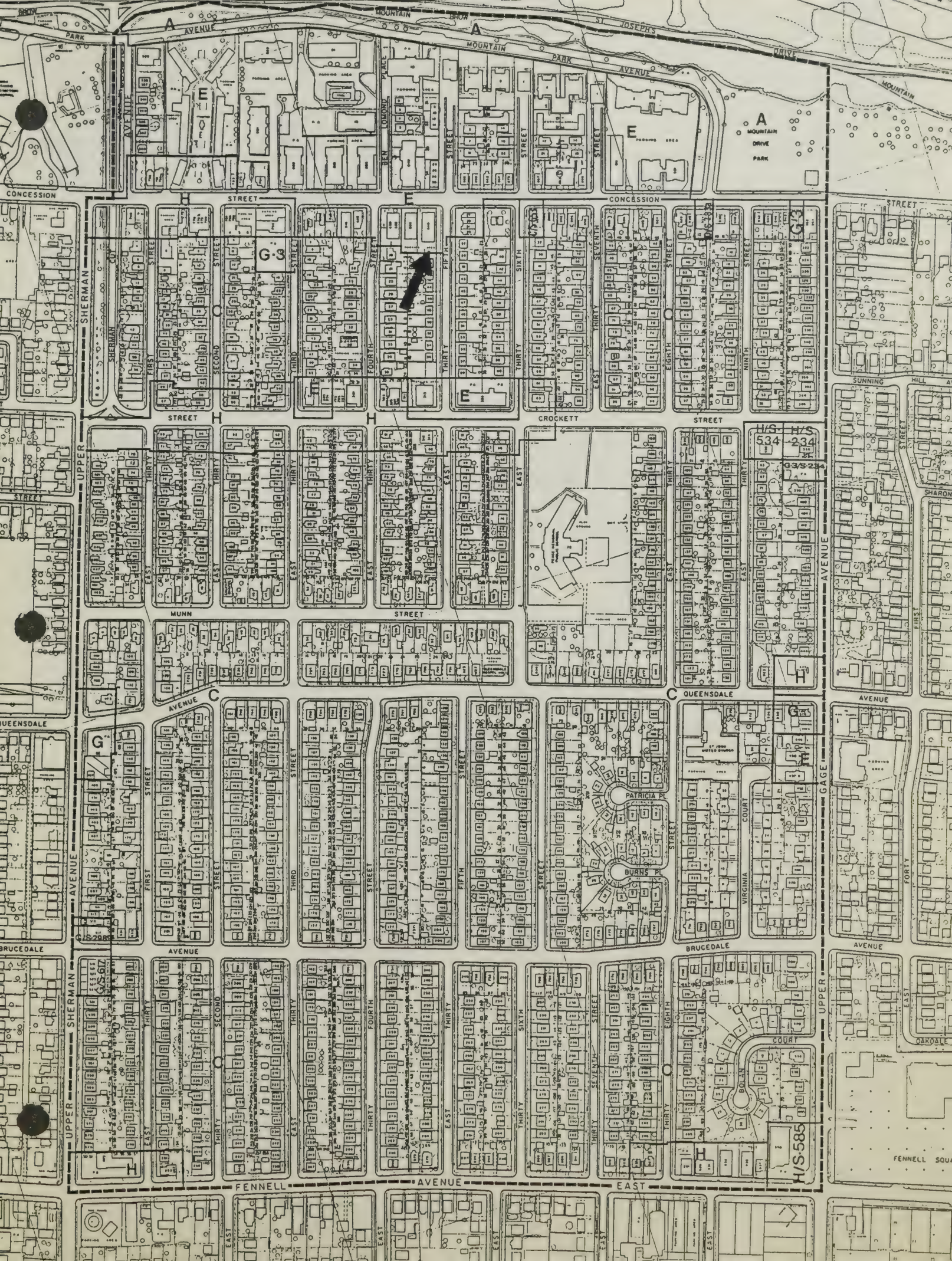
The rationale for excluding multiple dwellings from boulevard parking privileges was to preserve the landscaping requirements under the Zoning By-law for aesthetic reasons, particularly where new development is concerned. However, in recent years, the political position has appeared to shift from the protection of aesthetics to the resolution of parking problems, as evidenced by a progressive relaxation of the policy respecting one, two and three family dwellings.

In this specific case, the requested boulevard parking could be permitted by paving only about one third of the boulevard area around the development.

Therefore, the Traffic Department recommends that an exception be made to the existing City policy and that the owners of this residential use be allowed to enter into an agreement to lease a portion of the boulevard of East 35th. However, since multiple dwellings are usually developed as a commercial enterprise, the charge for the use of the boulevard should be determined accordingly.

Under the existing fee structure for commercial, industrial and institutional uses, the applicant would be required to pay the City \$210.00 annually, which represents the annual leasing fee (\$200.00) and encroachment insurance charge (\$10.00). The applicant is also required to pay a one-time registration fee (\$25.00). If the application is approved by the Committee and the City Council, the Traffic Department will forward the necessary agreements to the applicant for execution.









**SUBJECT**

## RECOMMENDATION

Murray F. Main  
Director of Traffic Services

The present request appears to be for the use of the "crossover" system on Upper James at Inverness, Brantdale and Queensdale, which she has observed to be in use at other locations in Ontario. The "crossover" system gives the pedestrian the right-of-way over all vehicular traffic under certain conditions.



The first "crossover" system was initiated in Toronto in 1958, and this Department has been monitoring the use of these devices since that time, and analyzing reports prepared particularly in Toronto and in Ottawa respecting the effectiveness and safety of these devices. While the question of using these devices in Hamilton has been raised on several occasions in the past 25 years, there seems to be little public interest in using the devices in Hamilton.

The term "crossover" is a generic term, since there are at least two distinctly different techniques for providing this system. The Toronto system provides that elaborate signs and markings be erected at crossover locations, and the pedestrian indicate his desire of crossing the roadway merely by pointing a finger across the road and stepping out into the roadway. The Ottawa system has evolved over a number of years to a point where they now install a pedestrian actuated signal which turns on an overhead flashing light to indicate to the motorist the presence of a pedestrian wishing to cross the roadway. There is presently a very heated controversy over whether one or both systems should be permitted for use in Ontario.

The following significant facts have been distilled from a very large body of information respecting these devices:

- It is universally agreed that these devices should not be used within 700 feet of a traffic signal. However, Brucedale Avenue and Queensdale Avenue are both in the range of 300 feet to 400 feet from the traffic signal at Upper James and Brantdale. Two control devices in such close proximity to each other would have overlapping areas of influence, and obviously be hazardous.
- Crossovers are not to be used at jogged intersections. Both the Inverness and the Queensdale Avenues on Upper James Street are jogged intersections.
- The cost of installing an Ottawa style crossover is presently \$18,000.
- While traffic officials are of the view that crossovers are a safe and satisfactory control device, there is a universal complaint in both Toronto and Ottawa by the general public that the public perceives them to be unsafe, and that the motorist does not stop for pedestrians as required by the crossover legislation. Statistics from Toronto and Ottawa verify that the degree of violation of the regulations by both motorists and pedestrians is very high.
- Both Toronto and Ottawa agree that crossovers should not be on roadways wider than 4 lanes.
- Both jurisdictions agree that a continuous education program is necessary to have the devices operate safely.
- Both jurisdictions agree that crossovers should not be used where there are significant turning movements at intersections.

Other relevant comments include the following:

- It is not realistic to have only one or two crossovers in a municipality. Such a program must be on a city-wide basis. The City of Ottawa has approximately 70 crossovers at the present time. Assuming that Hamilton would require the same number of crossovers, the implementation cost, at \$18,000.00 per crossover, would be approximately \$1.3 million. An additional significant cost would be the annual cost of the necessary public relations program.
- The most important factor is whether or not pedestrian crossings are, indeed, unsafe on Upper James Street. The collision record shows in the past 5-year period, there has been only one pedestrian collision at Inverness Avenue, one pedestrian collision at Queensdale Avenue involving a pedestrian who ran out from behind a stopped bus, and two pedestrian collisions at Brucesdale Avenue. This is a relatively good pedestrian collision record, considering the level of activity on Upper James Street.
- It is also very relevant that the volume of traffic being crossed by pedestrians on Upper James Street is considerably lower than on other two-way streets such as Main Street West, York Boulevard and Queenston Road, and is comparable with volumes of such streets as portions of Mohawk Road, Main Street West, Barton Street and King Street. Thus, there is no unique situation in this area of Upper James Street.
- It is also important to note that the pedestrian collision rate in Hamilton compares favourably with that in Toronto and Ottawa where the "crossover" systems are in place. A figure 0.90 pedestrian collision per thousand population in Hamilton can be compared with a figure of 0.81 in Ottawa and 1.22 Metropolitan Toronto. Thus, there is no indication that Hamilton is less safe for not having the crossover system than other jurisdictions.
- Hamilton has attempted to minimize the problems of pedestrians crossing major roadways by such means as removal of on-street parking on arterial roads, provision of raised center medians for center refuge, provision of painted center median for center refuge, and the installation of traffic signals at strategic locations. The result is that Hamilton has a collision rate which is consistently among the top three safest jurisdictions reporting in North America for cities with populations in the range of 200,000 to 350,000 persons.
- In the long range, the best means of assisting pedestrian crossings at Upper James Street would be the widening of the street and the provision of a combination of raised center medians and two-way left turn lanes in the area between Inverness Avenue and Fennell Avenue, such that a centre refuge could be provided for pedestrian crossings at strategic locations to accommodate crossings throughout the length of the street rather than at only a limited number of locations which may be of concern to one individual resident.

It is concluded that there is no abnormal pedestrian crossing hazard on Upper James Street at Inverness Avenue, Brantdale Avenue or Queensdale Avenue. Since the collision record is very good at these locations, and the implementation of a "crossover" system at only these locations would be most inappropriate, and for the reasons mentioned in this report, it is recommended that the crossover system not be implemented at these locations. It should also be noted that Upper James Street is under the jurisdiction of the Regional Municipality of Hamilton-Wentworth.



F O R   A C T I O N

9(a)

FROM Department of Engineering

DATE January 6, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

SUBJECT

Banner Display Application  
February 22, 1988 to February 29, 1988

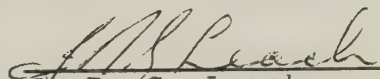
ORIGIN

We have received an application from "The Kidney Foundation of Canada, Hamilton & District Chapter" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Kidney Foundation of Canada" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from February 22, 1988 to February 29, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Support the Kidney Foundation, please give generously"

  
J. R. G. Leach  
Commissioner of Engineering

RPM/ma  
Attach.

cc: H. Reinhold, Department of Public Works





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Transportation  
(ROADS) 71 Main Street West, Hamilton, Ont. L8N 3T6 (416) 526-4279

ID # 0058D

Banner Application Form

T103-37  
Date

Organization: THE KIDNEY FOUNDATION OF CANADA, HAMILTON & DISTRICT  
Address: 25 WEST AVE. N., HAMILTON ONT. L8L 5B4 CHAPTER  
Telephone No. 528-5474

Agents Name: BENNETT SIGNS LTD. (SUSAN SMALEY)  
Address: 11 BAY ST. N. HAMILTON Telephone No. 662-8532

Date requested for banner display From FEB. 22/88 To FEB 29/88

Message content/wording on the banner:

Please see attached.

CONDITIONS AND REQUIREMENTS FOR BANNER INSTALLATIONS:

- 1) All applicants shall pay a \$125 installation fee. Cheque to be made payable to the City of Hamilton, c/o Dept. of Public Works. At the time you submit your application, you MUST INCLUDE the \$125.00 installation fee, to ensure reservation of your requested time period. Please note, applications are not confirmed until Council has endorsed your request.
- 2) Maximum duration of banner display is two (2) weeks. One week will be reserved, however the second week will be subject to requests from other organizations.
- 3) Banners will be installed and removed on Monday mornings, by the Department of Public Works.
- 4) Applicants must indemnify and save the City of Hamilton and the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss.
- 5) Applicants shall provide proof of public liability and property damage insurance of at least \$1,000,000.00 naming the City of Hamilton and the Regional Municipality of Hamilton-Wentworth as added insured parties, with a provision for cross liability. Forward proof of liability insurance to the Department of Transportation, 5th floor, Hamilton City Hall, 71 Main St. W.
- 6) The design and construction of the banner shall conform to the attached Banner Specifications. Banners will not be erected that do not conform to the specifications.
- 7) Applicants must submit a drawing(s) to the Commissioner of Transportation, showing the subject matter and message content of the banner, prior to fabrication.
- 8) Applicants should contact Mr. C. Harason at 526-4279:
  - i) for any questions you may have relating to this application, and banner fabrication.
  - ii) when your banner is ready for installation.
- 9) Applicants must deliver the banner to the Department of Transportation, 5th floor of City Hall, to be inspected by staff, by 3:00 p.m. the Friday prior to installation. Also, the banner is to be picked up at the information desk the day it is taken down.
- 10) APPLICANTS ARE REQUESTED TO RECOVER THEIR BANNER WITHIN 48 HOURS, AFTER THEIR ALLOTTED TIME PERIOD. THE REGION WILL NOT BE RESPONSIBLE FOR ANY BANNERS REMAINING IN OUR POSSESSION THEREAFTER.

Please sign below, and return your banner application, drawing(s) and installation fee, to this department at least two (2) months prior to your requested display date, this will allow sufficient time to forward your application to the Transport and Environment Committee, and to City Council for approval.

The secretary of the Committee will notify all applicants of Council's decision.

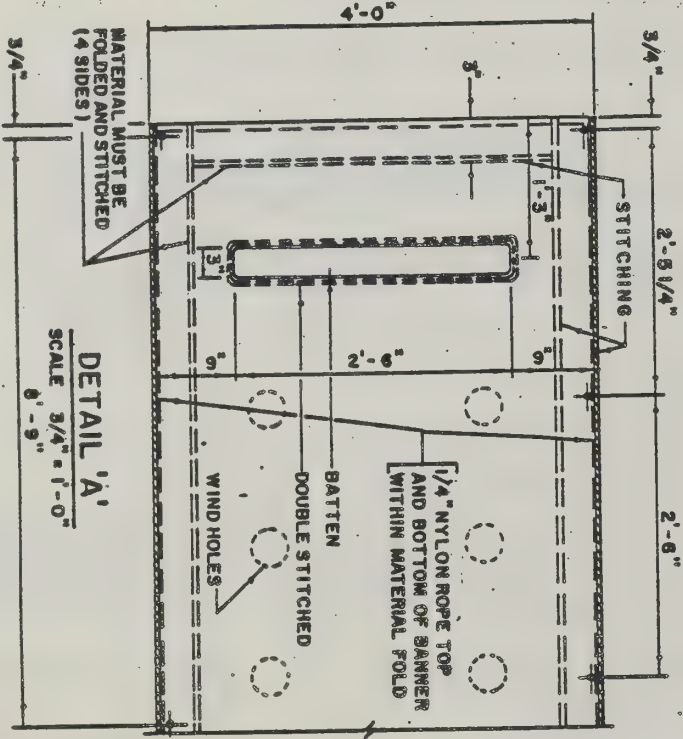
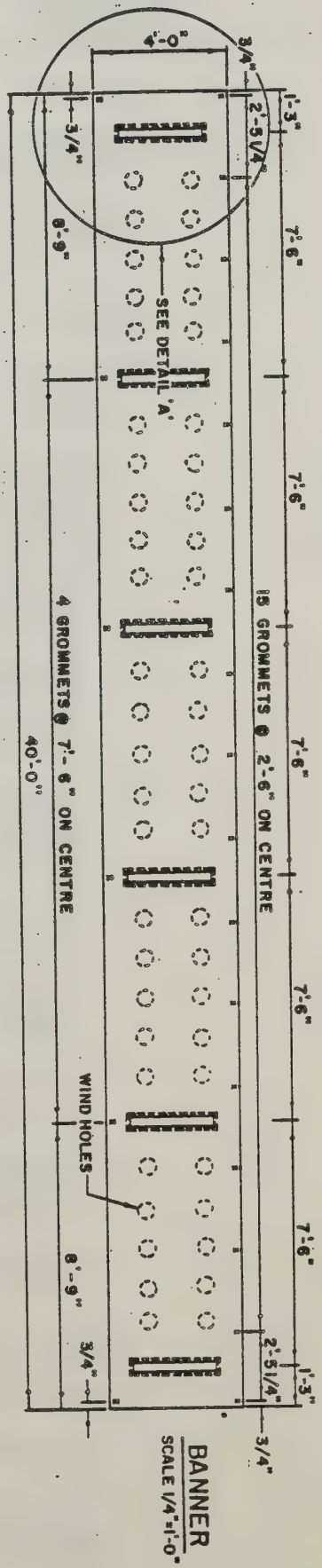
Date January 6, 1988 Name Deirdre Connolly, Chapter Co-ordinator

OFFICE USE ONLY:

APPROVED BY CITY COUNCIL

R. C. Prowse, Secretary  
Transport & Environment Committee





**SPECIFICATIONS:**

1. MATERIAL SHALL BE MADE OF MINIMUM 16 oz. VINYL LAMINATED POLYESTER OR OF A MATERIAL WITH AN EQUIVALENT STRENGTH. BANNER SHALL BE MADE FROM ONE CONTINUOUS PIECE OF MATERIAL.
2. PROVIDE MIN. 50 WIND HOLES @ 4" DIAMETER, 10 PER SECTION.
3. INSIDE DIAMETER OF GROMMETS SHALL BE 1/2".
4. SIX (6) WOOD OR PLASTIC BATTENS 2'-6" x 3" x 1/2" SHALL BE SEWN SECURELY WITH ROUNDED CORNERS AND DOUBLE STITCHED INTO THE MATERIAL.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH DEPARTMENT OF TRANSPORTATION			
BANNER SPECIFICATIONS			
REVISION BATTENS ADDED 85-12-16 C.U. BATTENS REVISED GROMMETS ADDED ROPE ALL AROUND BANNER 86-03-24 C.U. ROPE REVISED 86-10-30 G.M. MATERIAL REVISED 87-01-22 G.M.	DATE 851008	SCALE AS NOTED	APPROVE  COMMISSIONER OF TRANSPORTATION
DRAWING NO. H - 051			

F O R   A C T I O N

9(b)

FROM Department of Engineering      DATE December 21, 1987  
TO Transport & Environment Committee      Refer to File No. T103-37  
Attention Of C. Harason  
Your File No. 3-11.7  
SUBJECT

Banner Display Application  
March 28, 1988 to April 4, 1988

ORIGIN


We have received an application from "Brimstone Productions" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That "Brimstone Productions" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 28, 1988 to April 4, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, with the following message:

"Arena Cross      Copps Coliseum Sat. April 16/88"

- Sponsors name and description of Event - Time

  
J. R. G. Leach  
Commissioner of Engineering

CH:lj

cc: H. Reinhold, Department of Public Works







THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Transportation  
(ROADS) 71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 525-4279

ID # 0058D

Banner Application Form

T103-37  
Date

Organization: BRIMSTONE PRODUCTIONS  
Address: 4150 SOUTH SERVICE ROAD  
BURLINGTON, ONT Telephone No. 6320335  
Agents Name: TROPICAL AIR PLANTS INC  
Address: 4150 SOUTH SERVICE ROAD  
BURLINGTON ONT Telephone No. 6320335  
Date requested for banner display from MARCH 28/88 to APRIL 4/88  
MICHAEL GORRIN  
ALLAN GORRIN 3855321  
Message content/wording on the banner:

AREPA CROSS COLPS COLISEUM SAT APRIL 16/88 TIME  
SPONSORS NAME + SOME DESCRIPTION OF EVENT

CONDITIONS AND REQUIREMENTS FOR BANNER INSTALLATIONS:

- 1) All applicants shall pay a \$125 installation fee. Cheque to be made payable to the City of Hamilton, c/o Dept. of Public Works. At the time you submit your application, you MUST INCLUDE the \$125.00 installation fee, to ensure reservation of your requested time period. Please note, applications are not confirmed until Council has endorsed your request.
- 2) Maximum duration of banner display is two (2) weeks. One week will be reserved, however the second week will be subject to requests from other organizations.
- 3) Banners will be installed and removed on Monday mornings, by the Department of Public Works.
- 4) Applicants must indemnify and save the City of Hamilton and the Region harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss.
- 5) Applicants shall provide proof of public liability and property damage insurance of at least \$1,000,000.00 naming the City of Hamilton and the Regional Municipality of Hamilton-Wentworth as added insured parties, with a provision for cross liability. Forward proof of liability insurance to the Department of Transportation, 5th floor, Hamilton City Hall, 71 Main St. W.
- 6) The design and construction of the banner shall conform to the attached Banner Specifications. Banners will not be erected that do not conform to the specifications.
- 7) Applicants must submit a drawing(s) to the Commissioner of Transportation, showing the subject matter and message content of the banner, prior to fabrication.
- 8) Applicants should contact Mr. C. Harason at 525-4279:
  - i) for any questions you may have relating to this application, and banner fabrication.
  - ii) when your banner is ready for installation.
- 9) Applicants must deliver the banner to the Department of Transportation, 5th floor of City Hall, to be inspected by staff, by 3:00 p.m. the Friday prior to installation. Also, the banner is to be picked up at the information desk the day it is taken down.
- 10) APPLICANTS ARE REQUESTED TO RECOVER THEIR BANNER WITHIN 48 HOURS, AFTER THEIR ALLOTTED TIME PERIOD. THE REGION WILL NOT BE RESPONSIBLE FOR ANY BANNERS REMAINING IN OUR POSSESSION THEREAFTER.

Please sign below, and return your banner application, drawing(s) and installation fee, to this department at least two (2) months prior to your requested display date, this will allow sufficient time to forward your application to the Transport and Environment Committee, and to City Council for approval.

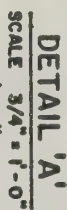
The secretary of the Committee will notify all applicants of Council's decision.

Date DEC 16/87 Name John J. L.

OFFICE USE ONLY:

APPROVED BY CITY COUNCIL

R. C. Prowse, Secretary  
Transport & Environment Committee



1. MATERIAL SHALL BE MADE OF MINIMUM 16 oz. VINYL LAMINATED POLYESTER OR OF A MATERIAL WITH AN EQUIVALENT STRENGTH. BANNER SHALL BE MADE FROM ONE CONTINUOUS PIECE OF MATERIAL.
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3. INSIDE DIAMETER OF GROMMETS SHALL BE 1/2".
4. SIX (6) WOOD OR PLASTIC BATTENS 2" x 3" x 1/2" SHALL BE SEWN SECURELY WITH ROUNDED CORNERS AND DOUBLE STITCHED INTO THE MATERIAL.

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF TRANSPORTATION

## BANNER SPECIFICATIONS

**DECTOR**  
Van Tine

MEDICINE

**BATTENS REVISED GROMMETS**

BANNER 86-03-24 C.U.

MATERIAL REVISED 07-01-22 G.M.

1505

DATE \_\_\_\_\_

## SCALE

APPROVE

COMMISSIONER OF TRANSPORTATION

9(c)

F O R   A C T I O N

FROM Department of Engineering

DATE January 11, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

SUBJECT

Banner Display Application  
August 8, 1988 to August 15, 1988

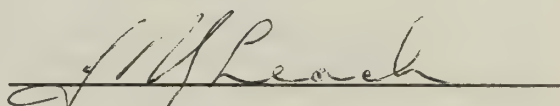
ORIGIN

We have received an application from "The Cari-Can Festival Organization" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Cari-Can Festival" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from August 8, 1988 to August 15, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Cari-Can Festival August 19-21, 1988"



J. R. G. Leach  
Commissioner of Engineering

RPM/ma  
Attach.

cc: H. Reinhold, Department of Public Works







THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Transportation  
(ROADS) 71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4279

ID # 0058D

Banner Application Form

T103-37  
Date

Organization: Cari-Can Festival  
Address: 109 Smith Avenue, Hamilton Telephone No. 529-9144 529-9494

Agents Name: J. Henderson Nurre  
Address: 109 Smith Avenue, Hamilton Telephone No. 529-9144 529-9494

Date requested for banner display From Aug 8 1988 To August 22 1988

Message content/wording on the banner:

Cari-Can Festival August 19 - 21 1988

**CONDITIONS AND REQUIREMENTS FOR BANNER INSTALLATIONS:**

- 1) All applicants shall pay a \$125 installation fee. Cheque to be made payable to the City of Hamilton, c/o Dept. of Public Works. At the time you submit your application, you MUST INCLUDE the \$125.00 installation fee, to ensure reservation of your requested time period. Please note, applications are not confirmed until Council has endorsed your request.
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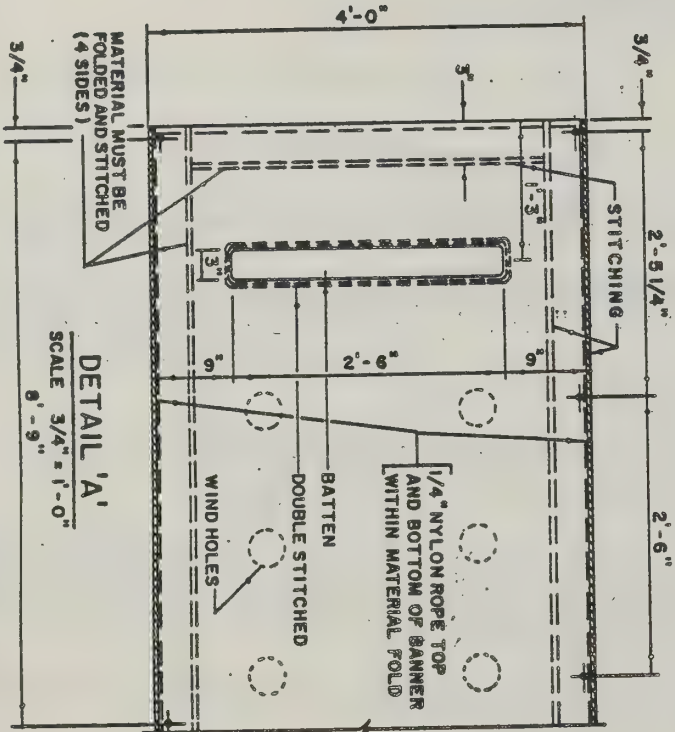
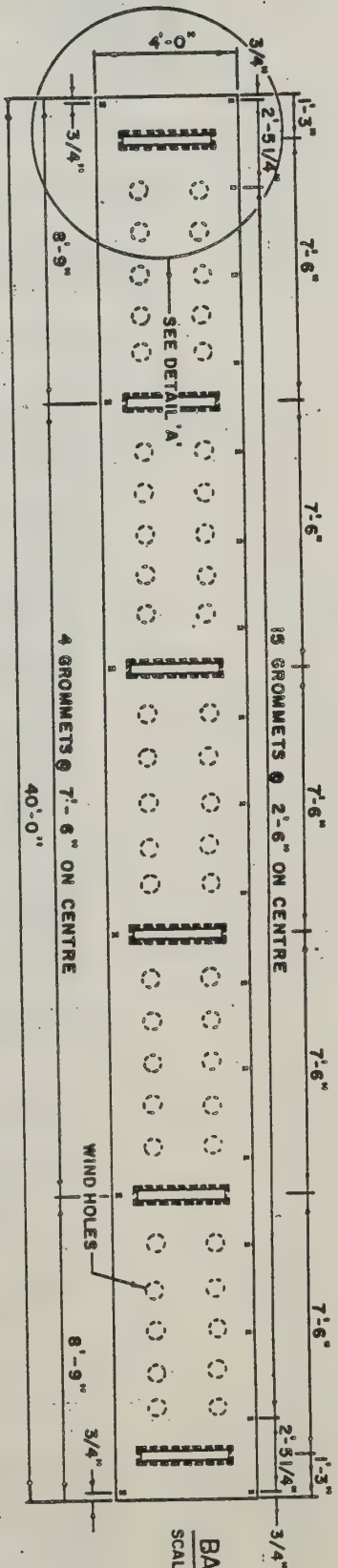
The secretary of the Committee will notify all applicants of Council's decision.

Date January 12, 1988 Name CEC INC

OFFICE USE ONLY:

APPROVED BY CITY COUNCIL

R. C. Prowse, Secretary  
Transport & Environment Committee



# **SPECIFICATIONS:**

1. MATERIAL SHALL BE MADE OF MINIMUM 16 oz. VINYL LAMINATED POLYESTER OR OF A MATERIAL WITH AN EQUIVALENT STRENGTH. BANNER SHALL BE MADE FROM ONE CONTINUOUS PIECE OF MATERIAL.
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THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF TRANSPORTATION

## **BANNER SPECIFICATIONS**

REVISION  
BATTENS ADDED 85-12-16 C.U.  
BATTENS REVISED GROMMETS  
ADDED ROPE ALL AROUND  
BANNER 85-03-24 C.U.  
ROPE REVISED 85-10-30 G.M.  
MATERIAL REVISED 87-01-22 G.M.

DATE  
851008  
SCALE  
AS NOTED

APPROVE  
COMMISSIONER OF TRANSPORTATION

DRAWING NO.  
H-051



F O R     A C T I O N

10(a)

FROM Department of Engineering

DATE December 21, 1987

S610-01

TO Transport & Environment Committee

Refer To File No. S610-03

Attention Of H. M. Smith

Your File No.

## SUBJECT

# Incorporating Certain Lands into Delancey Boulevard and Hussar Avenue

## RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Blocks 150 and 151, Plan 62M-502, into Delancey Boulevard and Hussar Avenue, respectively (the above mentioned blocks being shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RA-H-413).

J. R. G. Leach  
Commissioner of Engineering

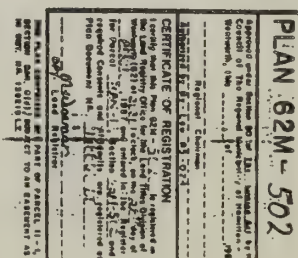
## BACKGROUND

The City of Hamilton is the owner of said Blocks 150 and 151 and it is necessary that these blocks be incorporated into the said streets to provide access to the subdivision to the south (commonly known as Wellington Chase - Phase 1 - Stage 2) registered as Plan 62M-516.

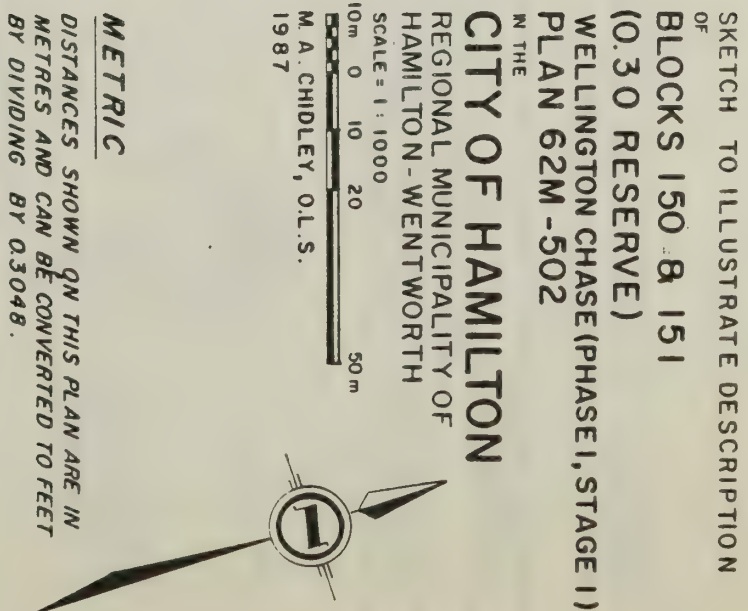
All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

HMS:1j


And.

[illegible][illegible][illegible]





**METRIC**  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

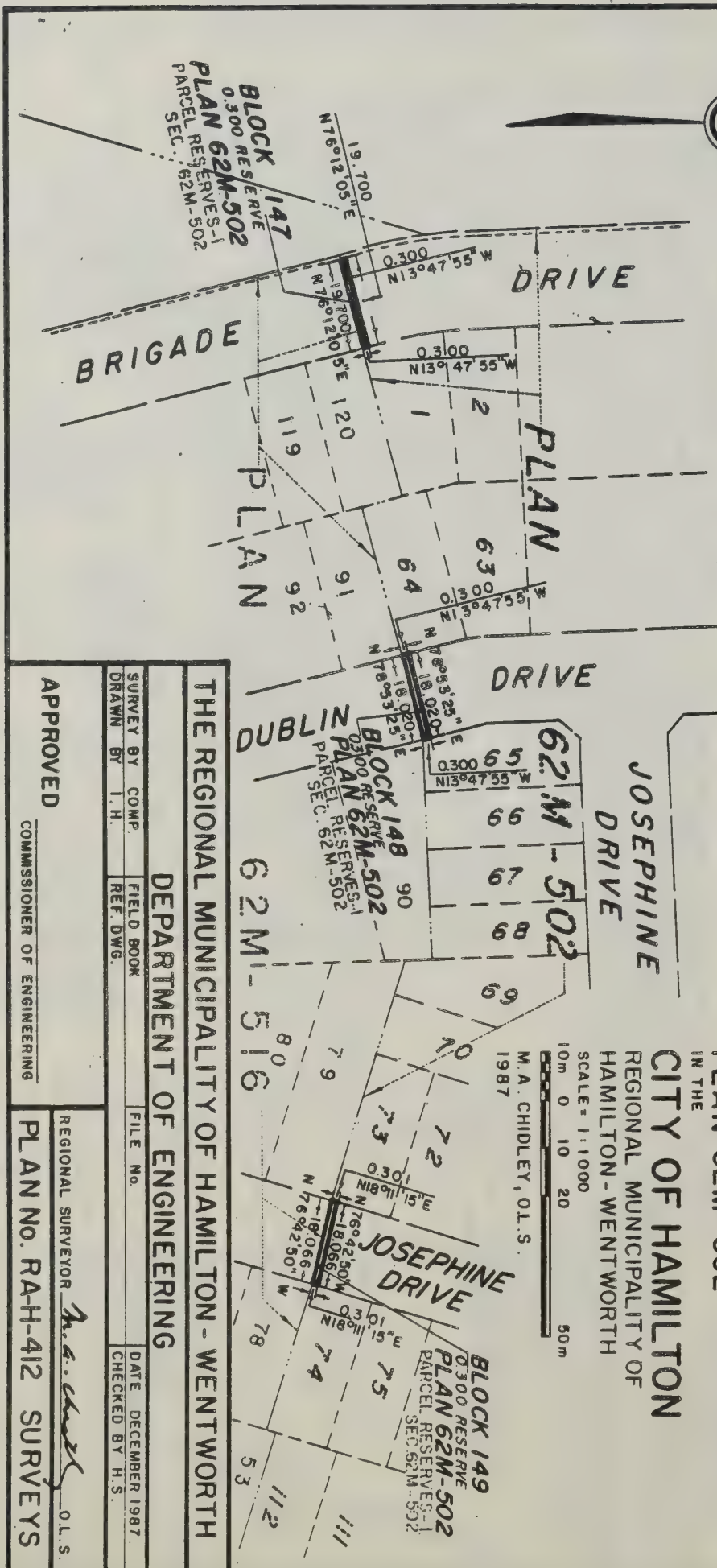
THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH			
DEPARTMENT OF ENGINEERING			
SURVEY BY COMP.	FIELD BOOK	FILE NO.	DATE
DRAWN BY I. H.	REF. DWG.		DECEMBER 1987.
APPROVED		CHECKED BY H.S.	
COMMISSIONER OF ENGINEERING		REGIONAL SURVEYOR	
			
		O.L.S.	
PLAN NO. RA-H-413 SURVEYS			





BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE EASTERLY LIMIT OF JOSEPHINE DRIVE ON A COURSE OF N18°11'5"E AS SHOWN ON PLAN 62 M-502.

THIS IS NOT A PLAN OF SURVEY O. REG. 564/80 S.21 PART. METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



SKETCH TO ILLUSTRATE DESCRIPTION OF BLOCKS 147, 148 & 149 (0.30 RESERVE) WELLINGTON CHASE (PHASE I, STAGE I) PLAN 62M-502 IN THE

CITY OF HAMILTON REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

SCALE = 1:1000  
10m 0 10 20 50m  
M.A. CHIDLEY, O.L.S.  
1987

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH  
DEPARTMENT OF ENGINEERING

SURVEY BY COMP.	FIELD BOOK	FILE NO.	DATE
DRAWN BY I.H.	REF. DWG.		DECEMBER 1987
		CHECKED BY H.S.	

APPROVED  
COMMISSIONER OF ENGINEERING  
REGIONAL SURVEYOR *M.A. Chidley* O.L.S.  
PLAN NO. RA-H-412 SURVEYS

F O R     A C T I O N

FROM Department of Engineering

DATE December 21, 1987

TO Transport & Environment Committee

Refer To File No. S610-03

Refer To File No. S610-03

Attention Of H. M. Smith

Your File No.

## SUBJECT

Incorporating Certain Lands into Brigade Drive,  
Dublin Drive, and Josephine Drive.

## RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Blocks 147, 148 and 149, Plan M-502, into Brigade Drive, Dublin Drive and Josephine Drive respectively (the above mentioned blocks being shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RA-H-412).

*J. R. G. Leach*  
J. R. G. Leach  
Commissioner of Engineering

J. V. R. G. Leach

Commissioner of Engineering

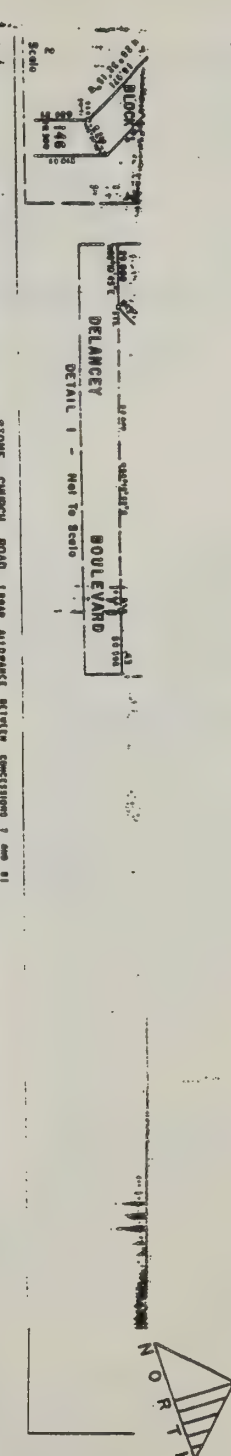
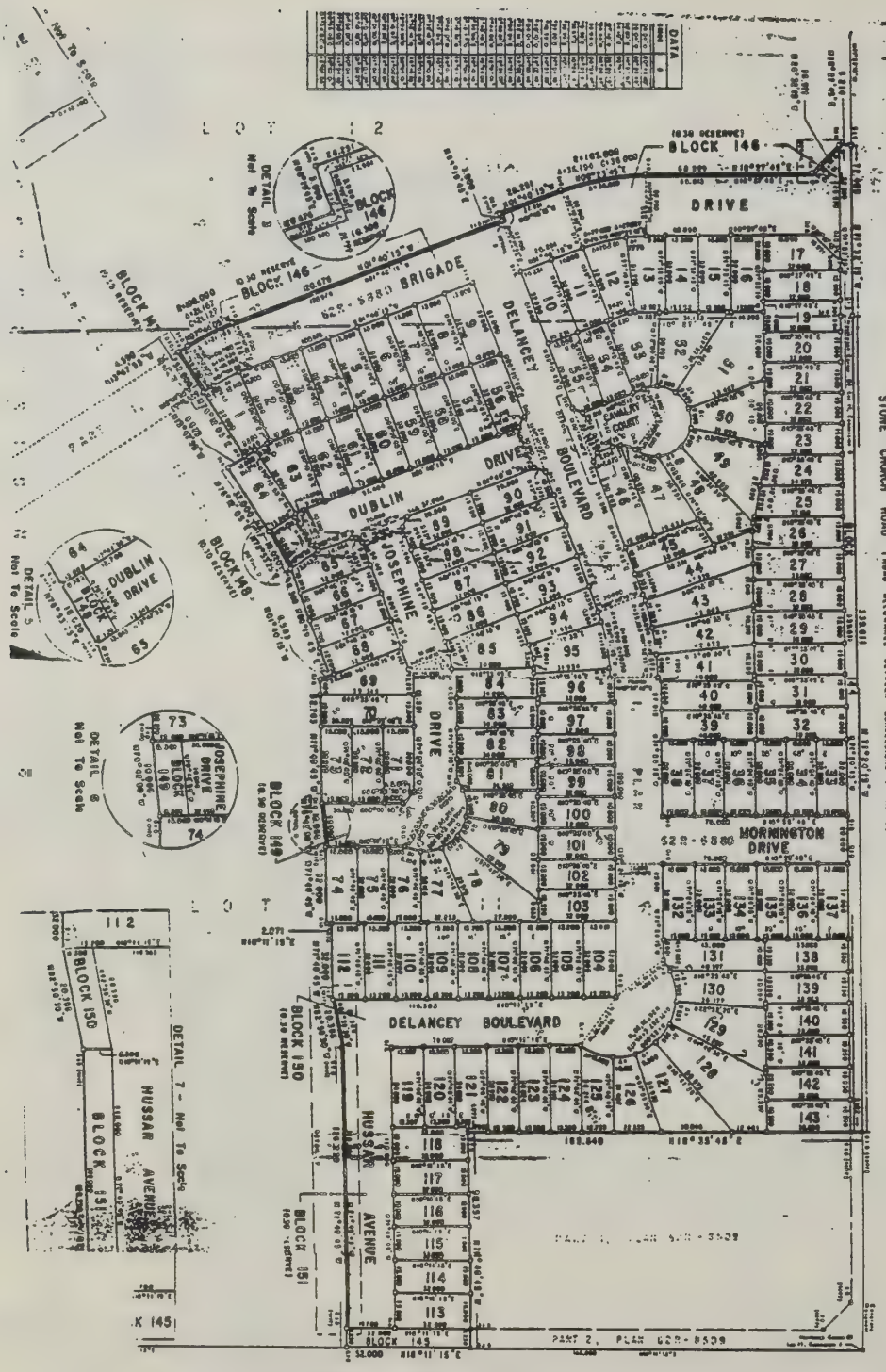
## BACKGROUND

The City of Hamilton is the owner of said Blocks 147, 148 and 149 and it is necessary that these blocks be incorporated into the said streets to provide access to the subdivision to the south (commonly known as Wellington Chase - Phase 1 - Stage 2) registered as Plan 62M-516.

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

HMS:1j





PLAN 62M-502

[illegible]

NEW  
WELLINGTON CHASE (PHASE I - STAGE I)  
BEING A SUBDIVISION OF  
PART OF LOTS 11 and 12, CONCESSION 8  
TOWNSHIP OF EASTON  
COUNTY OF WINDHOLM  
NOT AS IN THE  
ORIGINAL RECORD  
SCALE: 1"=1000' 000' 000'

JOHN P. NOUWENS, Ontario Land Surveyor

### LEGEND

- | Cell | Genotype | Age | Sex    | Weight (g) | Survival (%) |
|------|----------|-----|--------|------------|--------------|
| 1    | WT       | 10  | Male   | 10.0       | 100          |
| 2    | WT       | 10  | Female | 10.0       | 100          |
| 3    | WT       | 10  | Male   | 10.0       | 100          |
| 4    | WT       | 10  | Female | 10.0       | 100          |
| 5    | WT       | 10  | Male   | 10.0       | 100          |
| 6    | WT       | 10  | Female | 10.0       | 100          |
| 7    | WT       | 10  | Male   | 10.0       | 100          |
| 8    | WT       | 10  | Female | 10.0       | 100          |
| 9    | WT       | 10  | Male   | 10.0       | 100          |
| 10   | WT       | 10  | Female | 10.0       | 100          |
| 11   | WT       | 10  | Male   | 10.0       | 100          |
| 12   | WT       | 10  | Female | 10.0       | 100          |
| 13   | WT       | 10  | Male   | 10.0       | 100          |
| 14   | WT       | 10  | Female | 10.0       | 100          |
| 15   | WT       | 10  | Male   | 10.0       | 100          |
| 16   | WT       | 10  | Female | 10.0       | 100          |
| 17   | WT       | 10  | Male   | 10.0       | 100          |
| 18   | WT       | 10  | Female | 10.0       | 100          |
| 19   | WT       | 10  | Male   | 10.0       | 100          |
| 20   | WT       | 10  | Female | 10.0       | 100          |
| 21   | WT       | 10  | Male   | 10.0       | 100          |
| 22   | WT       | 10  | Female | 10.0       | 100          |
| 23   | WT       | 10  | Male   | 10.0       | 100          |
| 24   | WT       | 10  | Female | 10.0       | 100          |
| 25   | WT       | 10  | Male   | 10.0       | 100          |
| 26   | WT       | 10  | Female | 10.0       | 100          |
| 27   | WT       | 10  | Male   | 10.0       | 100          |
| 28   | WT       | 10  | Female | 10.0       | 100          |
| 29   | WT       | 10  | Male   | 10.0       | 100          |
| 30   | WT       | 10  | Female | 10.0       | 100          |
| 31   | WT       | 10  | Male   | 10.0       | 100          |
| 32   | WT       | 10  | Female | 10.0       | 100          |
| 33   | WT       | 10  | Male   | 10.0       | 100          |
| 34   | WT       | 10  | Female | 10.0       | 100          |
| 35   | WT       | 10  | Male   | 10.0       | 100          |
| 36   | WT       | 10  | Female | 10.0       | 100          |
| 37   | WT       | 10  | Male   | 10.0       | 100          |
| 38   | WT       | 10  | Female | 10.0       | 100          |
| 39   | WT       | 10  | Male   | 10.0       | 100          |
| 40   | WT       | 10  | Female | 10.0       | 100          |
| 41   | WT       | 10  | Male   | 10.0       | 100          |
| 42   | WT       | 10  | Female | 10.0       | 100          |
| 43   | WT       | 10  | Male   | 10.0       | 100          |
| 44   | WT       | 10  | Female | 10.0       | 100          |
| 45   | WT       | 10  | Male   | 10.0       | 100          |
| 46   | WT       | 10  | Female | 10.0       | 100          |
| 47   | WT       | 10  | Male   | 10.0       | 100          |
| 48   | WT       | 10  | Female | 10.0       | 100          |
| 49   | WT       | 10  | Male   | 10.0       | 100          |
| 50   | WT       | 10  | Female | 10.0       | 100          |
| 51   | WT       | 10  | Male   | 10.0       | 100          |
| 52   | WT       | 10  | Female | 10.0       | 100          |
| 53   | WT       | 10  | Male   | 10.0       | 100          |
| 54   | WT       | 10  | Female | 10.0       | 100          |
| 55   | WT       | 10  | Male   | 10.0       | 100          |
| 56   | WT       | 10  | Female | 10.0       | 100          |
| 57   | WT       | 10  | Male   | 10.0       | 100          |
| 58   | WT       | 10  | Female | 10.0       | 100          |
| 59   | WT       | 10  | Male   | 10.0       | 100          |
| 60   | WT       | 10  | Female | 10.0       | 100          |
| 61   | WT       | 10  | Male   | 10.0       | 100          |
| 62   | WT       | 10  | Female | 10.0       | 100          |
| 63   | WT       | 10  | Male   | 10.0       | 100          |
| 64   | WT       | 10  | Female | 10.0       | 100          |
| 65   | WT       | 10  | Male   | 10.0       | 100          |
| 66   | WT       | 10  | Female | 10.0       | 100          |
| 67   | WT       | 10  | Male   | 10.0       | 100          |
| 68   | WT       | 10  | Female | 10.0       | 100          |
| 69   | WT       | 10  | Male   | 10.0       | 100          |
| 70   | WT       | 10  | Female | 10.0       | 100          |
| 71   | WT       | 10  | Male   | 10.0       | 100          |
| 72   | WT       | 10  | Female | 10.0       | 100          |
|      |          |     |        |            |              |

Attorneys are attempting to sue directly to the bankruptcy court of the United States District Court, Southern District of New York, to get the money back on the \$100,000. All attorneys have a pro se status, so no more work of a pro se attorney is not even a great.

**METRIC NOTE**

0.007 of errors at 0.0010.

### OWNER'S CERTIFICATE

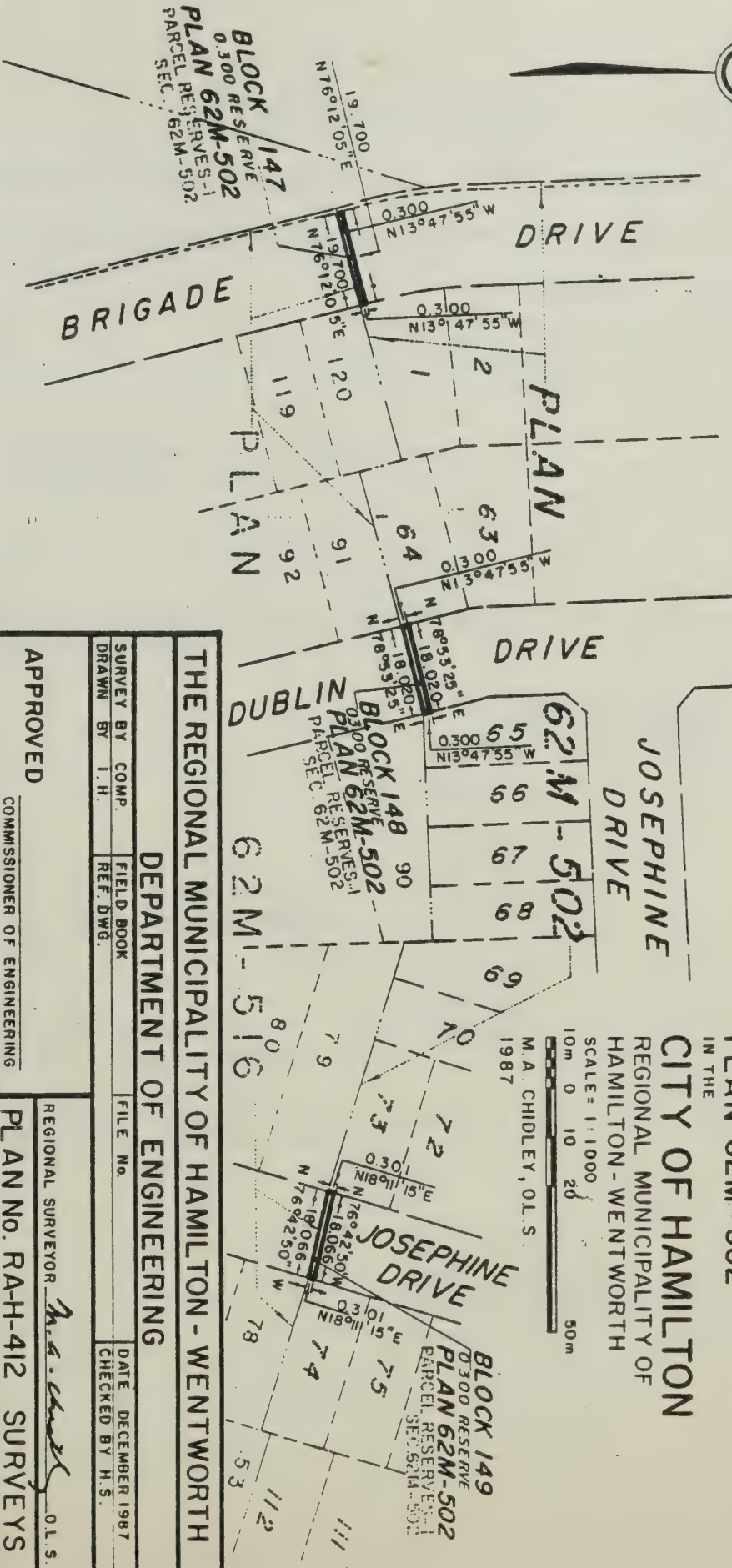
[illegible]





BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE EASTERLY LIMIT OF JOSEPHINE DRIVE ON A COURSE OF N18°11'15"E AS SHOWN ON PLAN 62 M-502.

THIS IS NOT A PLAN OF SURVEY O. REG. 564/80 S.21 PART. METRIC - DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



SKETCH TO ILLUSTRATE DESCRIPTION OF  
BLOCKS 147, 148 & 149  
(0.30 RESERVE)  
WELLINGTON CHASE (PHASE I, STAGE I)  
PLAN 62M-502  
IN THE  
CITY OF HAMILTON  
REGIONAL MUNICIPALITY OF  
HAMILTON - WENTWORTH

SCALE = 1:1000  
10m 0 10 20 50m

M. A. CHIDLEY, O.L.S.  
1987

THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

DEPARTMENT OF ENGINEERING

SURVEY BY	COMP.	FIELD BOOK	FILE NO.	DATE
DRAWN BY	I. H.	REF. DWG.		DECEMBER 1987

APPROVED

COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR *M. A. Chidley* O.L.S.

PLAN NO. RAH-412 SURVEYS



F O R   A C T I O N

FROM Department of Engineering      DATE January 5, 1988  
TO Transport & Environment Committee      Refer to File No. T104-10  
Attention Of R. P. Meiers  
Your File No. 3-11.10

SUBJECT

Local Improvement Charges for Construction of  
Roads, Curbs, Sidewalks and Alleys.

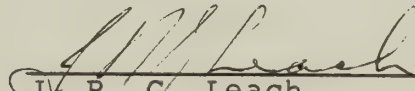
RECOMMENDATION

- (1) That the following changes be made in the maximum charges per  
metre of frontage:

Maximum Charge Per Metre of  
Frontage

<u>Item</u>	<u>From</u>	<u>To</u>
(i) Curb Only	\$ 40.00	\$ 59.00
(ii) Sidewalks Only	64.00	80.00
(iii) Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	85.00	128.00
(iv) Roadway Only	185.00	220.00
(v) Alleys	70.00	92.00
(vi) Roadway and Curbs Only (Industrial Subdivisions)	229.00	277.00

- (2) That the City Solicitor be authorized and directed to amend  
the Local Improvement By-Law.

  
R. G. Leach  
Commissioner of Engineering

Cont'd .....



- Page 2 -  
January 5, 1987

Local Improvement Charges for Construction of  
Roads, Curbs, Sidewalks and Alleys.


Cont'd ....

BACKGROUND

The present local improvement rates were established by Council on February 10, 1987 in adopting Item 13 of the Third Report of your Committee.

The 1988 rates have been established after reviewing actual 1987 construction costs for the various items and including an allowance of approximately 10% for inflation. The rates reflect the average rateable cost for a 0.15m wide independent concrete curb, 1.5m wide concrete sidewalk, 8.5m wide asphalt roadway and 3.35m wide concrete alley. The rates have been established after consideration of the actual trend of construction costs noted during 1987 for these various works.

The new rates are intended for application to projects initiated during 1988. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

 RPM:mm

c.c. K. A. Rouff, City Solicitor  
Your File 40-61.2

c.c. E. C. Matthews, City Treasurer  
Att: T. Bradbury

F O R   A C T I O N

FROM Department of Engineering DATE December 16, 1987  
TO Transport & Environment Committee Refer to File No. E205-05  
Attention Of D. Christilaw  
Your File No. 3-11.4 & 3-11.8

## SUBJECT

"FLAT RATE" Policy for the Recovery of City Servicing Costs Associated with 0.3m Reserves.

## RECOMMENDATION

The "FLAT RATE" fee for the recovery of Municipal Service Costs associated with Reserves in the City of Hamilton established under the policy as adopted by City Council on September 30, 1986, shall be \$305.00 per metre and shall take effect as of January 1, 1988.

*J. R. G. Leach*  
J. R. G. Leach  
Commissioner of Engineering

## BACKGROUND

On September 30, 1986, City Council adopted a "FLAT RATE" policy for the recovery of municipal service costs along 0.3 metre reserves that were conveyed through new plans of subdivision or established by the City in association with new developments outside of plans of subdivision. The "flat rate" established at that time was \$275.00 per metre frontage along the reserve.

## ANALYSIS

At the time when the "flat rate" policy for the recovery of service costs along 0.3m reserves was established, one of the resolutions which was adopted, required a review of the rate every January and a decision would be made by Council if the rate would be changed to reflect increased construction costs.

Cont'd . . . .

"FLAT RATE" Policy for the Recovery of City Servicing  
Costs Associated with 0.3m Reserves.

Cont'd ....

Staff have reviewed the construction tender documents for twenty-five (25) new plans of subdivision developed in Hamilton during the past 12 months and have determined that the "FLAT RATE" should be increased to reflect the present construction costs of City services.

We are recommending that the "flat rate" for 1988 be established at \$305.00 / metre. This is based on the average construction costs for roads, curbs, sidewalks, engineering and inspection fees, street lighting, street trees and related services that Subdividers are normally required to install.

It is also recommended that the "flat rate" should be applied to all recoveries made after January 1, 1988 where there are outstanding City servicing costs associated with Reserves created since this policy went into effect.

For the Committee's information, the increase to \$305.00 per metre is approximately a 10% increase over the rate of \$275.00 per metre which was established on September 30, 1986, and accurately reflects the average costs for constructing services today.

 DVC:mm



F O R   A C T I O N

13

FROM Department of Engineering

DATE December 17, 1987

TO Transport and Environment

Refer to File No. E205-05

Attention Of D. Christilaw

Your File No. 3-11.4

SUBJECT

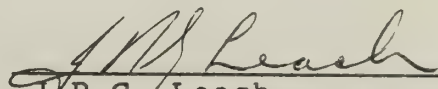
Amendment to Standard Subdivision Agreement regarding costs for Street Trees.

RECOMMENDATION

The payment for street trees in subdivisions be increased from four dollars (\$4.00) per metre to five dollars and fifty cents (\$5.50) per metre of frontage & flankage. The new rate is to be applied to all subdivisions to be approved by Council after the adoption of the new rate.

Explanatory Note

The subdividers are required to make a cash payment to the City, who then plants a reasonable number of trees on new streets in new residential areas. The general concept is one tree per lot.

  
J.R.G. Leach  
Commissioner of Engineering

BACKGROUND

The City policy requires the subdivider to make a cash payment to the City for trees to be planted on new streets. The concept is to plant one tree per lot along the frontage, a reasonable number of trees along flankages, and along large blocks of land within new subdivisions.

Cont'd...

-Page 2-  
December 17, 1987

Amendment to Standard Subdivision Agreement regarding  
costs for Street Trees

Cont'd...

The charge is levied on the basis of a fixed amount per metre frontage and flankage rather than on a per tree basis. This is for the convenience of administration. The total collected amount is meant to cover 100% of the City's cost in the long run. The last time this charge was revised to reflect actual costs was in June 1986. We have now been advised by the Public Works Department that the planting cost has increased from approximately 55 dollars per tree to approximately 75 dollars per tree. It is therefore necessary to increase the cost from four dollars (\$4.00) per metre to five dollars and fifty cents (\$5.50) per metre to avoid subsidizing the tree planting programme.

 DVC/ma

F O R   A C T I O N

DATE January 8, 1988

Refer To File No. T103-03(224)


Attention Of R.P. Meiers

## SUBJECT

Proposed Walkway Closure  
Gilkson Neighbourhood  
Between Garrow Drive and Glenvale Drive from Cranbrook to  
Greyfriar Drive

## RECOMMENDATION

- i) That the City Solicitor be directed to prepare a By-Law for the stopping-up and closing of the public walkway in the Gilkson Neighbourhood, between Garrow Drive and Glenvale Drive.
- ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;
- iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;
- iv) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor and to delineate the manner in which the closed lands are to be distributed to the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act.

  
J.R.G. Leach  
Commissioner of Engineering

Cont'd...



-Page 2-  
January 8, 1988

Proposed Walkway Closure  
Gilkson Neighbourhood  
Between Garrow Drive and Glenvale Drive from Cranbrook to  
Greyfriar Drive

Cont'd...

BACKGROUND

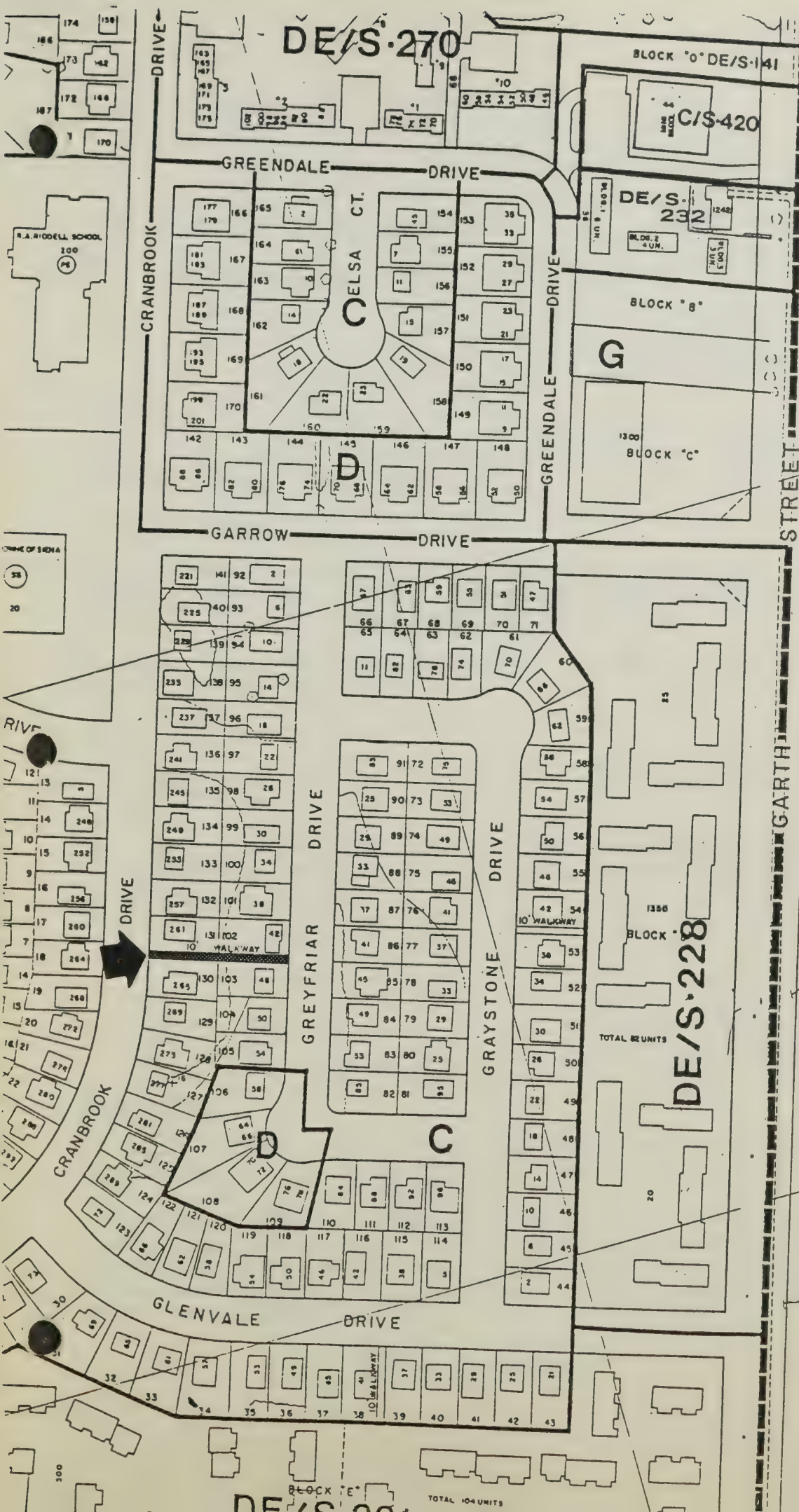
The walkway has been shown in the Gilkson Neighbourhood since the plan was approved in 1969. The walkway was constructed in 1971 to provide a pedestrian access to schools and a park located in the centre of the neighbourhood.


Since the walkway is in an approved neighbourhood plan, the closure request was first considered by the Planning and Development Committee. A public meeting was held to discuss the requested closure of the walkway. City Council at its meeting of October 5 1987, directed that the Gilkson Neighbourhood Plan be amended to delete the walkway designation between Garrow Drive and Glenvale Drive.

Notice of closure was sent to the affected municipal departments and utility companies to determine future and existing utility uses of the walkway. There are no proposed plans to use the walkway. Also there are no utilities affected by the closure.

RPM/ma

cc: L. Lawrence, Office of the City Solicitor  
cc: D.W. Vyce, Director of Property  
cc: Alderman T. Murray  
cc: Alderman D. Ross



 REQUESTED CLOSURE





15

F O R   A C T I O NFROM Department of EngineeringDATE January 11, 1988TO Transport & Environment CommitteeRefer To File No. S 712-21Attention Of J. GilesYour File No. 3 - 11.4SUBJECT

Additional Cost Sharing Requirements for Services in "LOCONDER GARDENS", City of Hamilton

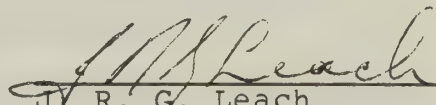
RECOMMENDATION

Whereas, City Council at its meeting on July 28, 1987, approved the City's share of curbs, sidewalks, and final roads in "Loconder Gardens", in the amount of \$126,997.96, and

Whereas, based on the low tender, the additional cost to the City is approximately \$54,836.00.

It is recommended that:

- 1) Authorization be given for the additional expenditure of \$54,836.00.
- 2) The Executive Committee recommend the source of funding for the additional City's share of services for this subdivision, the sum being \$54,836.00.

  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

A construction contract for the installation of sewers, watermains, and roadways was awarded in July 1987 to the lowest bidder.

The City's share of costs of roadworks, street lighting, curbs and sidewalks, catchbasins and connections including engineering, inspection, and maintenance fees based on estimated quantities, is approximately \$181,833.97. This exceeds the amount appropriated by approximately \$54,836.00.

Cont'd...

-Page 2-  
January 11, 1988

Additional Cost Sharing Requirements for Services in  
"LOCONDER GARDENS", City of Hamilton

Cont'd...

FINANCIAL CONSIDERATIONS

The additional expenditure would be charged as follows:

<u>Description</u>	<u>Amount to be Financed</u>
Roadworks Associated with Subdivisions	\$ 32,837.00
Street Lighting	- NIL -
Curbs and Sidewalks	\$ 14,028.00
Catchbasins and Connections	\$ 7,971.00

The City's share for the cost of services for this development, are  
as follows:

<u>Type of Work</u>	<u>Previously Approved Amounts</u>	<u>Amounts Now Required</u>
Final Roads	\$ 86,484.91	\$119,321.91
Street Lighting	\$ 5,287.49	\$ 5,287.49
Catchbasins and Connections	\$ 4,737.59	\$ 12,708.59
Curbs and Sidewalks	\$ 30,487.98	\$ 44,515.98
	\$126,997.97	\$181,833.97

For the Committee's information, each year the Capital Budget  
includes expenditures for the City's share of services in  
subdivisions. The amount expected to be approved for 1988 is  
\$1,000,000.00.

TLH/ma

cc: D.J. Consoli, City Treasury









# The Board of Education for the City of Hamilton

16

OFFICE OF THE  
DIRECTOR OF EDUCATION AND SECRETARY



100 MAIN STREET WEST  
HAMILTON, ONT.  
TELEPHONE (416) 527-5092

MAILING ADDRESS  
P.O. BOX 558  
HAMILTON, ONT  
L8N 3L1

1987 12 21.

Mr. R. C. Prowse, Secretary,  
Transport and Environment Committee,  
The Corporation of the City of Hamilton,  
P.O. Box 2040,  
Hamilton, Ontario  
L8N 3T4.

Dear Mr. Prowse:

The following resolution was approved at the Inaugural meeting of the Board of Education for the City of Hamilton on 1987 12 17:

"That Susan Wilson represent this Board on the Transport and Environment Committee for the year ending 1988 11 30".

Miss Wilson, Supervisor of Transportation, can be reached at the Education Centre, P.O. Box 558, Hamilton, Ontario, L8N 3L1.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "A. J. Krever".

A. J. Krever,  
Director of Education  
and Secretary.

je





ONTARIO GOOD ROADS ASSOCIATION

# ANNUAL CONFERENCE

Sunday, February 21 to Wednesday, February 24, 1988

ROYAL YORK HOTEL

COMPANIONS' PROGRAMME HIGHLIGHTS

THEME: "THE ROYAL TREATMENT"

17

## Sunday, February 21

2:00 p.m. to 8:00 p.m.

Registration

6:00 p.m. to 8:00 p.m.

Opening Reception

## Monday, February 22

8:00 a.m.

Welcome Coffee Hour

9:00 a.m.

Opening Ceremony

Official Opening: *The Hon. Lincoln Alexander,  
Lieutenant Governor of Ontario*

Provincial Greetings: *The Hon. David Peterson,  
Premier of Ontario*

9:00 a.m.

Royal York Tour # 1

10:00 a.m. to 12:00 noon

Cards, Conversation and Recipe Exchange

10:00 a.m.

Royal York Tour # 2

11:00 a.m.

Delegates' Speaker: *Carol-Lee Heffernan*  
"Raisin' Your Cadillac Potential"  
*Companions Welcome*

12:00 noon

Hawaiian Buffet Luncheon  
*Hawaiian Dance Demonstration*

3:30 p.m.

Royal York Tour # 3

6:00 p.m. to 7:30 p.m.

President's Reception for Wardens, Regional  
and District Chairmen, and Northern Mayors and  
Reeves (by invitation)

7:00 p.m.

Dinner and Entertainment - *Imperial Room*  
Featuring: *Lola Falana, the First Lady of the Night Club*

Tickets: \$ 55 per person

## Tuesday, February 23

9:00 a.m.

Royal York Tour # 4

9:00 a.m. to 10:15 a.m.

Affordable Fashions by *Carlin Enterprises*

10:00 a.m.

Royal York Tour # 5

10:15 a.m. to 4:00 p.m.

Affordable Fashions For Sale

12:30 p.m.

Awards Luncheon

*Presentation of W. Scott McKay Memorial Award  
and Long Service Awards*

Tickets: \$ 10 per person

2:00 p.m. to 4:30 p.m.

Cards, Conversation and Recipe Exchange

2:30 p.m.

Royal York Tour # 6

3:30 p.m.

Royal York Tour # 7

7:00 p.m.

Annual Dinner

Entertainment: *Carroll Baker, Canada's Country Sweetheart*

Tickets: \$ 35 per person

## Wednesday, February 24

9:00 a.m.

Royal York Tour # 8

10:00 a.m.

Royal York Tour # 9

11:00 a.m.

Delegates' Speaker: *Maurice O'Callaghan*  
"Giants and Champions"  
*Companions Welcome*

12:30 p.m.

Closing Luncheon

Tickets: \$ 10 per person

### **Royal York Hotel Tours**

During the Conference, a total of nine tours of the Royal York Hotel will be conducted. Each tour will last approximately one hour. The tours will include the laundry room, the telephone room, and the kitchen, and will conclude with tea and a question period. (It is recommended that low-heeled shoes be worn for the tour.) Each tour is limited to 35 people, and tickets for the tours will be given on a first come basis. The location for the beginning and ending of each tour will be printed on the tickets.

Tickets will be available at the Companions' Registration Desk on the Convention Floor during registration hours.

ONTARIO GOOD ROADS ASSOCIATION  
**ANNUAL CONFERENCE**

Sunday, February 21 to Wednesday, February 24, 1988

ROYAL YORK HOTEL

**PROGRAMME HIGHLIGHTS**

**THEME: MEETING THE TRANSPORTATION CHALLENGE**

**Sunday, February 21**

2:00 p.m. to 8:00 p.m.

**REGISTRATION**

6:00 p.m. to 8:00 p.m.

**OPENING RECEPTION**

**Monday, February 22**

9:00 a.m. to 12:00 noon

**OPENING CEREMONY**

**Official Opening:** *The Hon. Lincoln Alexander,  
Lieutenant Governor of Ontario*

**Provincial Greetings:** *The Hon. David Peterson, Premier of Ontario*

**President's Remarks:** *Robert Leggate*

**Canadian Roads, Streets and Bridges - The State of Our Roadway  
Infrastructure**

*J.H. (Jim) Kearney, President, M.M. Dillon Limited, and  
Vice-President, Roads and Transportation Association of Canada*

**Minister's Address:** *The Hon. Ed Fulton, Minister of Transportation*

**"Raise" Your Cadillac Potential**

*Carol-Lee Heffernan, President, Potentia Plus Inc.*

12:00 noon to 1:30 p.m.

**FREE TIME**

1:30 p.m. to 4:30 p.m.

**DELEGATE SESSIONS**

**Transportation for Disabled and Elderly Persons**

*Rob Barnes, Co-Ordinator, Transportation for Disabled and  
Elderly Persons, Ministry of Transportation*

**Resolutions Debate**

4:00 p.m. to 7:30 p.m.

**PRESIDENT'S RECEPTION FOR WARDENS, REGIONAL AND DISTRICT  
CHAIRMAN, AND NORTHERN MAYORS AND REEVES** *(by invitation)*

7:00 p.m.

**DINNER AND ENTERTAINMENT - IMPERIAL ROOM**  
*Featuring: Lola Falana, The First Lady of the Night Club*

**Tickets: \$ 55 per person**

**Tuesday, February 23**

9:00 a.m. to 12:00 noon

**REFRESHER SEMINAR FOR COUNCILLORS**

**Little Known Legislation Affecting Our Roads**

*J.D. (Doug) Cameron, Solicitor, Regional Municipality of  
Ottawa-Carleton*

**On the Road to Proper Waste Management - Issues and Ministry  
Perspective on Implications to Road Authorities**

*Fred Leech, Senior Planner, Environmental Quality Control,  
Environmental Office, Ministry of Transportation*

*Joe Moore, Spill Custodian, Waste Management Division of  
Contingency Plan, Regional Municipality of Peel*



Update on the Waterloo Experience in Employer-Employee Relations -  
Implementing a Job Evaluation Plan  
*T.O. (Terry) Hallman, Director of Personnel, City of Waterloo*

12:30 p.m.

**AWARDS LUNCHEON**

Presentation of W. Scott McKay Memorial Award and Long Service Awards

Tickets: \$ 10 per person

2:30 p.m. to 4:30 p.m.

**CONCURRENT SEMINARS**

1. Use of Municipal Rights-of-Way by Underground and Above-Ground Utilities  
**HOSTED BY ASSOCIATION OF ONTARIO ROAD SUPERINTENDENTS**

*D.P. (Dan) Dignard, Bell Canada*

*William E. Duce, Q.C., Senior Assistant Solicitor, Regional Municipality of Ottawa-Carleton*

2. A Difficult Future  
**HOSTED BY MUNICIPAL ENGINEERS ASSOCIATION**

*MISA - It's Going to Cost*

*Low Romano, P.Eng., Director of Pollution Control, City of Windsor*

*Liability - Elected and Appointed Municipal Officials*

*J.D. (Doug) Cameron, Solicitor, Regional Municipality of Ottawa-Carleton*

*Employment Incentive Programs - Beware!*

*Roy Bernardi, Director of Personnel and Labour Relations, City of Sault Ste. Marie*

7:00 p.m.

**ANNUAL DINNER**

Entertainment: *Carroll Baker, Canada's Country Sweetheart*

Tickets: \$ 35 per person

**Wednesday, February 24**

8:30 a.m. to 10:15 a.m.

**ANNUAL GENERAL MEETING**

Amendments to Constitution

Report of Nominating Committee and Election of Officers

Auditors Report

Committee Chairmen's Reports

10:15 a.m. to 11:45 a.m.

Deputy Minister's Address

*David Hobbs, Deputy Minister of Transportation*

Giants and Champions

*Maurice O'Callaghan, President, Blakeman Manley Associates*

12:30 p.m.

**CLOSING LUNCHEON**

Tickets: \$ 10 per person

Adjournment of the 1988 OGRA Annual Conference



# ONTARIO GOOD ROADS ASSOCIATION

5716 COOPERS AVENUE, UNIT 7  
MISSISSAUGA, ONTARIO  
L4Z 2E8  
TELEPHONE 416-890-2248

## ONTARIO GOOD ROADS ASSOCIATION

### ANNUAL DINNER

TUESDAY, FEBRUARY 23, 1988

CANADIAN ROOM, ROYAL YORK HOTEL

Reservations for the 1988 Annual Dinner will be accepted on a first-come, first-served basis, and may be made on the attached Delegate Registration Form. Tables will be set for 10 persons, with all tables reserved and seating assigned. Broiled Prime Sirloin Steak with mushrooms will be served.

Entertainment will be provided by Canada's undisputed Queen of Country Music, Carroll Baker. She has been described as having a clear, powerful voice, earthy energy, unsophisticated appeal, and ever-present warmth. Record sales of her albums are already in excess of one million and she proudly displays two platinum and three gold LPs, along with five gold singles. Carroll is the recipient of every major Country Award in Canada, including "Entertainer of the Year" and, most recently, "International Album of the Year".

Tickets for this event are \$35.00 per person. Wine with dinner is an additional charge.

A delay in purchasing tickets may result in the necessity to split groups. Seating will be made at available tables.



## ONTARIO GOOD ROADS ASSOCIATION

5716 COOPERS AVENUE, UNIT 7  
MISSISSAUGA, ONTARIO  
L4Z 2E8  
TÉLÉPHONE 416-890-2248

### ONTARIO GOOD ROADS ASSOCIATION

Featuring Lola Falana

Monday, February 22, 1988

Imperial Room, Royal York Hotel

As an added feature of the 1988 Ontario Good Roads Association Annual Conference, arrangements have been made for a special engagement with Lola Falana, at an exclusive dinner for conference delegates and their companions in the Imperial Room on Monday evening.

Regarded by reviewers as the premier female nightclub entertainer in the world, Lola Falana is an international star with a multi-faceted career! Her previous sold-out engagement at the Imperial Room brought standing ovations!

On stage Ms. Falana's most endearing quality is her one-to-one rapport with the audience. She earns raves everywhere. "She's the act...all sassy, saucy and glittering!"...Goddard, TORONTO STAR. "She's a treat! Her extrovert aliveness celebrates life!"...Penfield, TORONTO SUN. "Lola has talent - she's a good club singer and a dancer! She shows an impressive faith in her personal persuasive powers!"...Lacey, GLOBE & MAIL. "A writhing, twisting dynamo of a female, sensational to look upon, pleasing to hear and she can zing a funny line!"...Smith, L.A. TIMES. "She grabs the crowd from the outset, holds on throughout the performance and exits to a well-deserved standing ovation!"...Barron, HOLLYWOOD REPORTER.

Tickets for this event are \$55.00 per person, including sales tax and gratuity. Refreshments will be an additional charge. A prime rib beef dinner will be served from 7:00 p.m. with the entertainment commencing at 9:00 p.m.

Reservations for this evening must be made in advance on the attached form. Groups of individuals are asked to book their reservations in the name of one person. This person's name will be provided to the Maitre d'Hotel and a table will be held in that name.

Avoid disappointment, make your reservations early. Seating is limited.



ONTARIO GOOD ROADS ASSOCIATION

Imperial Room Reservation Form

Monday, February 22, 1988

PLEASE TYPE OR CLEARLY PRINT ALL INFORMATION.

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Municipality/Corporation: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

No. of Tickets Required: \_\_\_\_\_

Reservation in the name of: \_\_\_\_\_

NUMBER OF TICKETS INDICATED ABOVE WILL BE INCLUDED IN THE CONFERENCE KIT OF THE PERSON IN WHOSE NAME THE RESERVATION HAS BEEN MADE. THE CONFERENCE KIT SHOULD BE PICKED UP FROM THE CONFERENCE REGISTRATION DESK ON SUNDAY, FEBRUARY 21, 1988.

Return completed form along with appropriate payment (\$55.00 per person) to:

Ontario Good Roads Association  
5716 Coopers Avenue, Unit 7  
Mississauga, Ontario  
L4Z 2E8

RESERVATIONS WILL BE ACCEPTED ON A FIRST-COME, FIRST-SERVED BASIS.



# THE CORPORATION OF THE CITY OF HAMILTON

18

FROM MR. E. C. MATTHEWS, TREASURER DATE 1988 JANUARY 14  
Name & Title

FOR ACTION ☒ FOR INFORMATION ☐ File No. \_\_\_\_\_  
ALDERMAN H. MERLING, CHAIRMAN AND MEMBERS  
TO: CITY COUNCIL ☐ (OR) OF THE TRANSPORT AND ENVIRONMENT COMMITTEE ☒  
Committee

## SUBJECT

PROPOSAL TO REDUCE 1988 TRANSPORT AND ENVIRONMENT CURRENT BUDGET ESTIMATES

## RECOMMENDATION

That the 1988 Estimates for Winter Maintenance included in the Public Works Budget be reduced by \$332,000 and financed from the "Reserve for Emergency Snow Removal" account No. 0280-29.

  
\_\_\_\_\_  
E. C. Matthews, Treasurer

## BACKGROUND

The Transport & Environment Committee at its budget review meeting on January 8, 1988, asked the Treasurer to bring forward a proposal for financing the net additional items which were added to the budget during the review, in the amount of \$332,000 (rounded) bringing the expenditure increase to 6.9% from 5.3% over 1987.

I am proposing that the Winter Maintenance Estimates be reduced by the amount necessary to offset the net addition of \$332,000 and restore the original expenditure percentage increase of the Transport & Environment Committee back to 5.3% over 1987.

c.c. Mr. J. Pavelka, Director of Public Works





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# FOR ACTION

FROM Department of Engineering DATE January 11, 1988  
TO Transport & Environment Committee Refer to File No. T103-03(228)  
Attention Of R. P. Meiers  
Your File No. 3-11.9.3

## SUBJECT

Request for Alley Closure, East-West Alley  
First North of Delaware Avenue from Gladstone  
Avenue to the North-South Alley.

## RECOMMENDATION

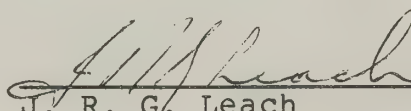
- (1) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and sale of the east-west alley, first north of Delaware Avenue from Gladstone Avenue to the north-south alley.
- (2) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law.
- (3) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.
- (4) That the Applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners and that the Applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- (5) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing, pursuant to Section 48 of The Regional Municipality of Hamilton-Wentworth Act.
- (6) That the Applicant dedicate to the City of Hamilton
  - (i) a 1.2m (4') wide strip of land abutting the south limit of the east-west alley from Sanford Avenue to the west limit of the alley to be closed, and

Cont'd . . .

Request for Alley Closure, East-West Alley  
First North of Delaware Avenue from Gladstone  
Avenue to the North-South Alley.

Cont'd ....

- (ii) a strip of land abutting the east limit of the north-south alley varying in width from 0.6m (2') to 0.0m along the west limit of the Applicant's lands abutting the north-south alley.
- (7) That the Applicant enter into an agreement with the City of Hamilton to confirm that the Applicant will pave the widened portions of the alleys to the satisfaction of the Commissioner of Engineering.
- (8) That the Mayor and City Clerk be authorized and directed to execute the said agreement.
- (9) That the City Solicitor be authorized and directed to proceed with the preparation of a By-law to widen the portion of the east-west alley from Sanford Avenue to the west limit of the alley to be closed and the portion of the north-south alley to be widened along the west limit of the Applicant's lands abutting the north-south alley.



J. R. G. Leach  
Commissioner of Engineering

ORIGIN

We have received a request from Mr. Frank Muraca on behalf of the Building Committee of Jehovah's Witnesses who are the abutting owners to close the above-noted alley as shown on the attached plan.

BACKGROUND

The present alley system in the block bounded by Main Street, Sanford Avenue, Delaware Avenue and Gladstone Avenue is "H" shaped with two openings onto Gladstone Avenue and two openings onto Sanford Avenue. The alleys are public assumed and the requested closure area is passable and is open to traffic. The alley was paved in 1965 as a local improvement.

Cont'd ....



Request for Alley Closure, East-West Alley  
First North of Delaware Avenue from Gladstone  
Avenue to the North-South Alley.

Cont'd ....

ANALYSIS

This department has circulated a notice of closure to the affected municipal departments, public utilities and to the abutting property owners. The results are as follows:

- (a) No objections were received from any municipal department or public utility.
- (b) Abutting owners:   5 in favour  
                          17 objections  
                          76 no response

Several of the objections concern the difficulty being experienced in turning from the north-south alley to the east-west alley near Main Street. It appears that vehicles may have utilized private property to make a similar turn on the east-west alley near Delaware Avenue.

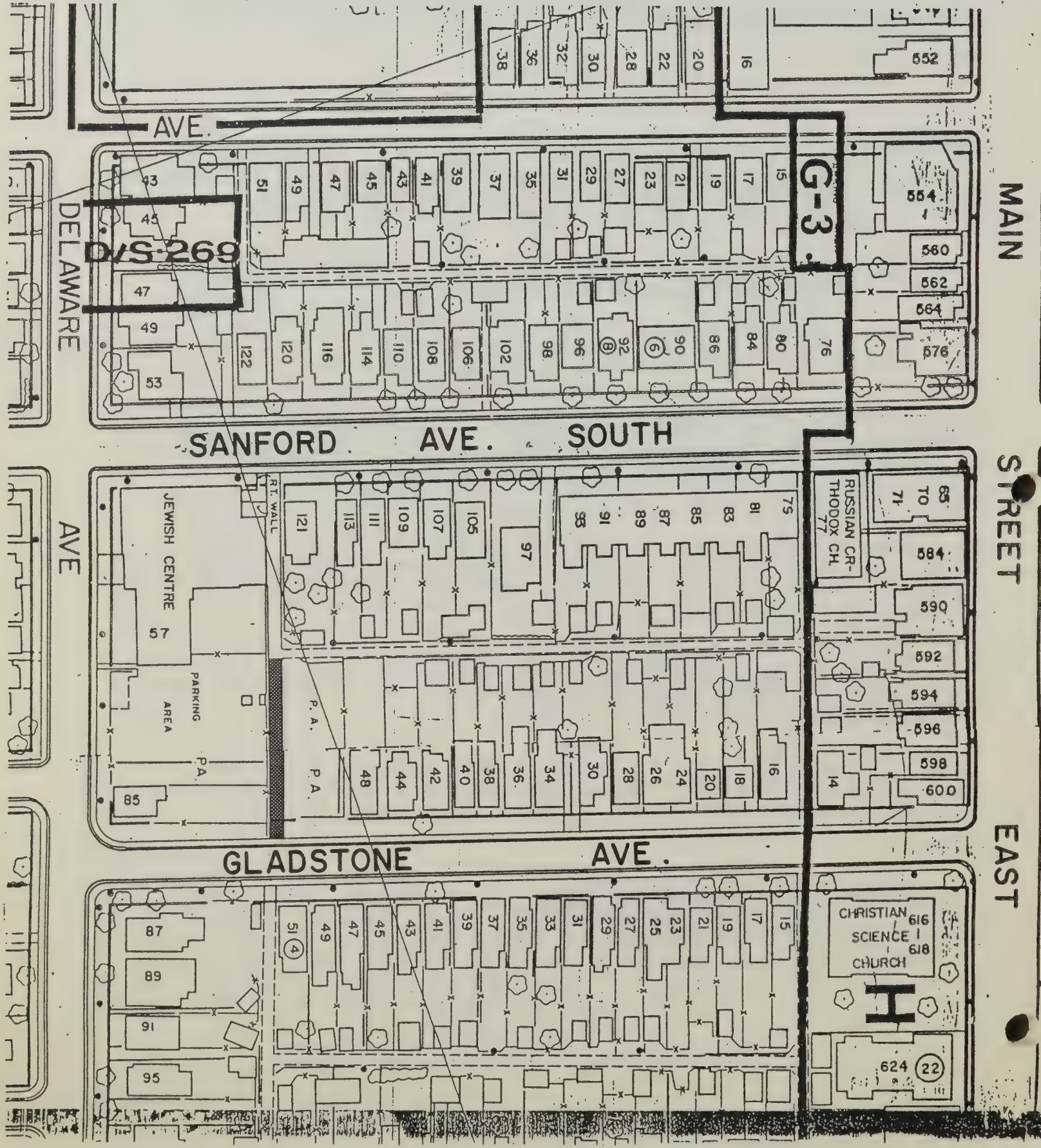
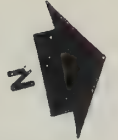
The Applicant is willing to dedicate sufficient land to the City to enable the east-west and a portion of the north-south alley to be widened to facilitate the turning movements. The amount of widening necessary to accommodate the turning movements has been determined by our staff.

It will be the responsibility of the Applicant to have the widened portions of the alley paved with concrete at the Applicant's expense to the satisfaction of this department.

RPM:mm  
Attach.

c.c. K. A. Rouff, City Solicitor  
c.c. D. W. Vyce, Director of Property  
c.c. E. A. Simpson, City Clerk

Requested Alley Closure



MAIN

STREET

EAST

AVE.

SANFORD AVE. SOUTH

GLADSTONE AVE.

DELAWARE

AVE

D/S-269

G-3

RUSSIAN ORTHODOX CH.  
77

JEWISH CENTRE

PARKING AREA

CHRISTIAN SCIENCE CHURCH





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

ID#0010D (41)

Refer to File No. T103-03(228)  
Attention of R.P. Meiers  
Your File No.

January 13, 1988

Request for Alley Closure, East-West Alley  
First North of Delaware Avenue from Gladstone  
Avenue to the North-South Alley

Dear Sir/Madam:

The above-noted matter will be considered at a meeting of the Transport and Environment Committee on Monday, January 18, 1988 at 3:00 p.m. in Committee Room 233, 2nd Floor, City Hall.

You are hereby invited to attend the meeting, since you indicated you wanted to be advised of the date and time of the meeting. If you require any additional information, please contact the undersigned, at 526-4297.

*R.P. Meiers*

R.P. Meiers, P.Eng  
Programming Engineer (Roads)

RPM/ma

cc: Alderman P. Valeriano  
cc: Alderman B. Hinkley



## MAILING LIST

Spadafora, Frank  
55 Bruce Park Drive  
Hamilton, Ontario  
L9A 2G5

Dan St. Denis  
34 Gladstone Ave 3rd  
Hamilton, Ontario  
L8M 2H6

Weresch Adam  
Weresch Edeltraut Dorothea  
254 Bay St., S.  
Hamilton, Ontario  
L8N 3J4

Stopps Isabel Meretta  
44 Gladstone Avenue  
Hamilton, Ontario  
L8M 2H6

Fieldhouse Harry or occupant  
121 Sanford Ave., S.  
Hamilton, Ontario  
L8M 2G7

King, Joanne  
RR #1  
Jerseyville, Ontario  
LOR 1R0

Scott Ruth Evelyn  
42 Gladstone  
Hamilton, Ontario  
L8M 2H6

Zurek Jerzy or Occupant  
Zurek Anna  
34 Gladstone Ave 1st  
Hamilton, Ontario  
L8M 2H6

Ikonomidis Christos  
Ikonomidis Vanta  
109 Sanford Ave., S.  
Hamilton, Ontario  
L8M 2G7

French Stanley Lewis  
Brown Shirley Patricia  
93 Sanford Ave., S.  
L8M 2G7

Galante Michele  
24 Gladstone Ave  
Hamilton, Ontario  
L8M 2H6

A.C. & M. Allard  
111 Sanford Ave., S.  
Hamilton, Ontario  
L8M 2G7

Hostiuc Danny  
38 Gladstone Ave  
Hamilton, Ontario  
L8M 2H6

Emond Norman  
Emond Denise  
28 Gladstone Ave  
Hamilton, Ontario  
L8M 2H6

Cooke, David J  
Cooke, Tamara Lee  
Cooke, Brenda M  
20 Gladstone Ave  
Hamilton, Ontario  
L8M 2H6

Costie John William  
Costie Karen Anne  
36 Gladstone Ave  
Hamilton, Ontario  
L8M 2H6

Carroll Raymond  
Carroll Ernestine  
40 Gladstone  
Hamilton, Ontario  
L8M 2H6

Cont'd...

-Page 2-  
January 13, 1988

Cont'd...

Niewiadowski Tadeusz  
Niewiadowski Irena  
107 Sanford S.  
L8M 2G7

Dotchin Peter  
Dotchin Kathleen Pearl  
79 Sanford Ave S.  
L8M 2G7





JAN 08 1988

FOR ACTION

20

FROM K.A. Rouff, City Solicitor

DATE 1988 January 6

TO Chairman and Members  
Transport & Environment Committee  
Attention: Mr. R. C. Prowse, Secretary

Refer To File No. 55-0.78

Attention Of D.A. Powers

Your File No. \_\_\_\_\_

SUBJECT

Proposed expropriation of part of 163 Centennial Parkway North to acquire a rear parcel of land to extend a roadway.

RECOMMENDATION

That the attached draft expropriation by-law to acquire a parcel of land measuring approximately 66 feet in width by 162 feet (more particularly shown as Part One on survey 62R-8672) be enacted by Council.

  
\_\_\_\_\_  
K. A. Rouff  
City Solicitor

BACKGROUND

This proposed expropriation and the Inquiry Officer's report on it were considered by Council at its meeting of November 10, 1987. The report concluded that this expropriation was fair, sound and reasonably necessary to extend a roadway to service adjacent lands under development.

Council, as Approving Authority under The Expropriations Act agreed with the Inquiry Officer's Report and approved the City's Application to this expropriation in adopting Item 5 of the 16th Report of the Transport and Environment Committee.

The next step in this expropriation under The Expropriations Act is for Council to enact the attached draft Expropriation By-law which will authorize the registration of the City's Expropriation Plan.

attach.

c.c. Mr. D. W. Vyce, Director of Property

c.c. Mr. J. R. G. Leach, Commissioner of Engineering  
Attention: Mr. M. A. Chidley, O.L.S.  
Regional Surveyor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 88 -

TO EXPROPRIATE LAND

FOR ROADWAY AND MUNICIPAL PURPOSES

WHEREAS Section 193 of The Municipal Act, R.S.O. 1980, Chapter 302, states that the Council of a municipality may pass by-laws for acquiring or expropriating any land required for the purposes of the Corporation;

AND WHEREAS on May 12, 1987 pursuant to The Expropriations Act, R.S.O. 1980, Chapter 148, The Corporation of the City of Hamilton, as expropriating authority, did authorize application to the Council of The Corporation of the City of Hamilton as approving authority, for approval of the expropriation of land described in Schedule 'A' below;

AND WHEREAS Notices of the said application as required under The Expropriations Act have been duly served upon those entitled;

AND WHEREAS The Corporation of the City of Hamilton as expropriating authority, did publish Notice of the said application in The Spectator, a newspaper having general circulation in the City of Hamilton in accordance with the said Expropriations Act;

AND WHEREAS pursuant to the said Expropriations Act, a request was received for an inquiry hearing into the proposed expropriation;

AND WHEREAS the inquiry hearing was held on August 25, 1987 and the Inquiry Officer has reported to Council that the proposed expropriation is fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority.

AND WHEREAS The Council of The Corporation of the City of Hamilton as approving authority did, in adopting Item 5 of the 16th Report of the Transport and Environment Committee on November 10, 1987, approve the application of The Corporation of the City of Hamilton as expropriating authority to expropriate the land described in Schedule "A" for roadway and municipal purposes.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. As expropriating authority under The Expropriations Act, The Corporation of the City of Hamilton hereby expropriates the land described in Schedule "A" below for roadway and municipal purposes.
2. The City Clerk and the proper officers of The Corporation of the City of Hamilton are hereby authorized and directed to do all things necessary to implement and give effect to the provisions of this by-law and this authority shall include the taking of all necessary proceedings to enter and take possession of the land herein expropriated.

PASSED this                      day of                      A.D., 1988.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

SCHEDULE "A"

Part of Lot 27, Concession 2, in the geographic township of Saltfleet designated as Part 1, Plan 62R-8672, in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, Registry Division of Wentworth (No. 62).







# THE CORPORATION OF THE

City Hall, 71 Main Street West, Hamilton, Ontario L8N 5J4

1988 January 28

CAL ON HBL A05  
CSIT6  
1988

## NOTICE OF MEETING

### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, February 1, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

URBAN MUNICIPAL

FEB 1 1988

GOVERNMENT DOCUMENTS

R. C. Prowse  
Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the January 18, 1988 meeting of the Transport and Environment Committee.

### DIRECTOR OF PUBLIC WORKS

2. Snow Clearing at Bus Stops.

### DIRECTOR OF PROPERTY

3. Rosedale Arena - Installation of a Sound Baffle Surrounding Roof Condenser Unit.





#### CITY SOLICITOR

4. Garbage Collection Agreement - South-East corner of Upper Gage and Stone Church Road East - A. DeSantis Developments Ltd.

#### DIRECTOR OF TRAFFIC SERVICES

5. Boulevard Parking
  - (a) 14 Dundonald Avenue
  - (b) 425 Melvin Avenue
6. Parking Regulations
  - (a) 196 Province Street North
  - (b) Avondale Avenue between Barton Street East and Mons Avenue
  - (c) 12 Proctor Boulevard.
7. Request for Wheelchair Loading Zone - East side of Proctor Boulevard, north of Main Street East.

#### COMMISSIONER OF ENGINEERING

8. Banner Display
  - (a) September 26, 1988 to October 3, 1988
  - (b) March 21, 1988 to March 28, 1988
  - (c) June 27, 1988 to July 4, 1988
  - (d) October 3, 1988 to October 10, 1988
  - (e) May 2, 1988 to May 9, 1988
  - (f) May 9, 1988 to May 16, 1988.
9. Inadvertent Encroachment Agreement
  - (a) 286 Sanford Avenue North
  - (b) 444-446 MacNab Street North.
10. Discharge of Encroachment Agreement - 33 Clinton Street.
11. Twenty Mile Creek Open Channel Land Purchase.
12. Land Purchase for Future Templemead Drive.



13. Incorporating Certain Lands into Greenshire Drive.
14. Removal of Ten Trees within Upper Horning Road Allowance, opposite Hillside Terrace.
15. Release of City's Right-of-way in Novoco Gardens, Plan 62M-500 at Gurnette and at Greencedar Drives.

#### MISCELLANEOUS

16. 16th APCA Government Affairs Seminar March 15-16, 1988 Washington, D.C.

#### DELEGATIONS - 3:00 O'CLOCK P.M.

17. Request for Sidewalks - Whitney Avenue between Emerson and Broadway - Alderman Cooke.

#### BILLS

18. (a) By-law to amend Cemeteries By-law No. 8861 Respecting Revised Tariff of charges.
- (b) By-law to Widen Chert Avenue by Incorporating Therein Part 4, Plan 62R-8695.
- (c) By-law to Extend Parkwood Crescent by Incorporating Therein Block 16, Plan 62M-479.
- (d) By-law to Extend Carriagegate Drive by Incorporating Therein Block 17, Plan 62M-479.
- (e) By-law to Widen National Drive by Incorporating Therein Parts 1, 2, 3 and 6, Plan 62R-8695.





OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. Letter from Ms. Darlene McGrator - 4 Kinrade Ave.	Nov. 16/87	Ald. Agro	Report Pending
2. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
3. Hamilton Perimeter Road Report	Nov. 10/87	Mr. Leach	Report Pending
4. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Leach	Awaiting response from applicant
5. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
6. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
7. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
8. Increasing amount of road re-construction	Jan 4/88	Mr. Leach	Report Pending
9. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Report Pending
10. Local Improvement Charges for Alleys	Jan 18/88	Mr. Leach	Report Pending
11. Wentworth Condominium Corporation Parking	Jan 18/88	Mr. Kuppe	Report Pending





Monday, January 18, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman G. Copps, Vice-Chairman  
Mayor R. Morrow  
Alderman M. Kiss  
Alderman P. Valeriano  
Alderman D. Agostino  
Alderman T. Murray  
Alderman P. Cowell

Regrets: Alderman V. Agro

Also present: Mr. J. Pavelka, Director of Public Works  
Mr. M. Main, Director of Traffic  
Mr. G. Watson, Property Department  
Mr. Aston, Engineering Department  
Mrs. Bernice Price, Hamilton Safety Council Liaison  
R. C. Prowse, Secretary

The minutes of the Monday, January 4, 1988 meeting of the Transport and Environment Committee were approved as amended to show in attendance, Mrs. Bernice Price.

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Asphaltic Products for the Public Works Department - 1988:

That the following purchase orders be issued for the supply and delivery of Asphaltic products as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

(a) Norjohn Limited, Thorold

MTC primer in tank delivered to various yards - \$0.3499/L. (Lowest of 2 tenders received).

Cationic Asphalt Emulsions CRS-2 delivered to various yards - \$0.2982/L. (Lowest of 3 tenders received).

Provincial sales tax extra at 7%

(b) Capital Paving, Guelph

Hot Mix (cold laying) picked up at supplier's plant - \$45.50/tonne. (Lowest of 4 tenders received).

(c) Hydrotech Membrane Corporation, Markham

Crack sealing material in 10 tonne batches - \$787.93/tonne. (Lowest of 2 tenders received).

Provincial sales tax extra at 7%

NOTE: Funds provided in Stock Materials Account #0393-3323.

Public Works -  
Delivery of  
Asphaltic Products  
1988

Supply and Delivery  
of Chemicals -  
Public Works  
Department - 1988

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Chemicals for the Public Works Department - 1988:

That the following purchase orders be issued for the supply and delivery of Chemicals as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, as follows:

(a) Pollard Highway Products, Harrow

Flake Calcium Chloride in 40 kg. Bags at \$0.31 per kg. minimum 22,680 kg. plus \$20 pallet deposit charge if applicable, plus \$45/drop after first drop if applicable. Provincial sales tax extra at 7%.

NOTE: Lowest of five (5) tenders received. Funds provided in Stock Materials Account #0393-3323.

(b) General Chemical, Mississauga

Liquid Calcium Chloride at \$0.1180 per litre minimum 13,500 litres. Provincial sales tax extra at 7%.

NOTE: Lowest of two (2) tenders received. Funds provided in Stock Materials Account #0393-3323.

Annual Supply  
Contracts

The Committee approved the recommendation of the Acting Manager of Purchasing, in report dated 87/12/31, respecting the Annual Supply contracts for the Public Works Department for 1988.

969 Queenston  
Road - Vedemo  
Construction Ltd.

The Committee approved the following recommendation of the Director of Property respecting the expropriation of land at the rear 969 Queenston Road - Vedemo Construction Ltd., In Trust and 546636 Ontario Limited:

That the Corporation of the City of Hamilton commence expropriation procedures to acquire a parcel of land from Vedemo Construction Ltd. (In trust) and 546636 Ontario Ltd. measuring approximately 20.12 metres (66 feet) in width by a length of 85.739 metres (281 feet) from the land at the rear of 969 Queenston Road more particularly described as Part 1, 7 and 8 on Reference Plan 62R-8380.

Greenford Drive  
between Neil Avenue  
and Owen Place

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations on Greenford Drive between Neil Avenue and Owen Place:

That, in combination with the existing "Alternate Side Parking" Regulation:

- (a) A "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of Greenford Drive from the southerly limit of Neil Avenue to Dover Drive; and
- (b) A "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Greenford Drive between Neil Avenue and Owen Place; and
- (c) The City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations on the north side of Mons Avenue, east of Avondale Avenue:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Mons Avenue commencing 48 feet east of Avondale Avenue and extending to a point 20 feet easterly therefrom; and

- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for a Time Limit Exemption Permit for the Apartment Building at No. 60 Robinson Street:

Time Limit Exemption -  
No. 60 Robinson St.

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 20 applicants residing in the apartment building at No. 60 Robinson Street.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

With respect to an item dealing with a request for a school traffic officer at the intersection of Strathcona Avenue and Florence Street, it was moved by Alderman Valeriano seconded by Alderman Murray that this matter be tabled for further information and the attendance at the Committee by a delegation. Carried.

School Traffic Officer at the intersection of Strathcona Avenue and Florence Street - Tabled

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Boulevard Parking by the Wentworth Condominium Corporation No. 115, 836-840 Concession Street:

836-840 Concession Street

That the application by the Wentworth Condominium Corporation No. 115 to lease a portion of the boulevard of East 35th Street adjacent to Nos. 836 to 840 Concession Street be approved by permitting an exception to the existing policy, provided:

- (a) That the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25th (current rate is \$200 per year), plus taxes, if any, in addition to the \$10 annual encroachment insurance charge approved by City Council on 1984 February 14.
- (b) That the owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) The owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (d) That the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.
- (e) That the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

NOTE: It was moved by Alderman Cowell seconded by Alderman Murray that the Building Department report to the Committee on how the application for a condominium was approved without the available parking spaces. Carried.

With respect to correspondence received from Mr. Geraldine Shapiro regarding pedestrian crossings on Upper James Street, it was agreed by the Committee that a copy of a report of Traffic Services dated July 11, 1988, file No. TEC-08-88, be forwarded to Mrs. Geraldine Shapiro for her information.

Pedestrian crossings on Upper James Street



## Banner Applications

The Committee approved the recommendation of the Commissioner of Engineering respecting the following applications for banners across Main Street:

- (a) That the "Kidney Foundation of Canada" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from February 22, 1988 to February 29, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Support the Kidney Foundation, please give generously"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

- (b) That the "Brimstone Productions" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 28, 1988 to April 4, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, with the following message:

"Arena Cross Copps Coliseum Sat. April 16/88"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

- (c) That the "Cari-Can Festival" Organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from August 8, 1988 to August 15, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Cari-Can Festival August 19-21, 1988"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

## Local Improvement Charges

The Committee approved the following recommendation of the Commissioner of Engineering respecting Local Improvement Charges for construction of roads, curbs, sidewalks and alleys:

- (a) That the following changes be made in the maximum charges for Local Improvements, per metre of frontage:

<u>Item</u>	<u>Maximum Charge Per Metre of Frontage</u>	
	<u>From</u>	<u>To</u>
i. Curb Only	\$ 40.00	\$ 59.00
ii. Sidewalks Only	64.00	80.00
iii. Sidewalks and Independent Curbs or combined Sidewalks and Curbs	85.00	128.00
iv. Roadway Only	185.00	220.00
v. Roadway and Curbs Only (Industrial Subdivisions)	229.00	277.00

- (b) That the City Solicitor be authorized and directed to amend the Local Improvement By-Law.

NOTE: It was moved by Alderman Valeriano seconded by Alderman Copps that a section on alleys be tabled, to be addressed in an upcoming report from staff at a future meeting of the Transport and Environment Committee. Carried.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the "Flat Rate" Policy for the Recovery of City Servicing Costs Associated with the 0.3m Reserves:

That the "Flat Rate" fee for the recovery of Municipal Service Costs associated with Reserves in the City of Hamilton established under the policy as adopted by City Council on 1986 September 30, be \$305 per metre to take effect as of 1988 January 01.

The Committee approved the following recommendation of the Commissioner of Engineering respecting an amendment to the standard subdivision agreement regarding costs for street trees:

That the payment for street trees in subdivisions be increased from four dollars (\$4) per metre to five dollars and fifty cents (\$5.50) per metre of frontage and flankage.

NOTE: The new rate is to be applied to all subdivisions to be approved by Council after the adoption of the new rate.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Proposed Walkway Closure of the Gilkson Neighbourhood between Garrow Drive and Glenvale Drive from Cranbrook to Greyfriar Drive:

- (a) That the City Solicitor be directed to prepare a By-Law for the stopping-up and closing of the public walkway in the Gilkson Neighbourhood, between Garrow Drive and Glenvale Drive.
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law
- (c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;
- (d) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor and to delineate the manner in which the closed land are to be distributed to the abutting owner(s), and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for the approval for the proposed closing, pursuant to Section 48 of the Regional Act.

The Committee approved the following recommendation of the Commissioner of Engineering respecting additional cost sharing requirements for services in Loconder Gardens:

- (a) That authorization be given for the additional expenditure of \$54 836 for the City's share of curbs, sidewalks and final roads in "Loconder Gardens."
- (b) That the Executive Committee recommend the source of funding for the additional City's share of services for this subdivision, the sum being \$54 836.

NOTE: City Council at its meeting on July 28, 1987, approved the City's share of curbs, sidewalks, and final roads in "Loconder Gardens", in the amount of \$126 997.96. Based on the low tender, the additional cost to the City is approximately \$54 836.

Flat Rate Policy

Costs for Street Trees

Gilkson Neighbourhood between Garrow Drive and Glenvale Drive from Cranbrook to Greyfriar Drive

Loconder Gardens

Susan Wilson will represent the Board on the Transport and Environment Committee

The Committee was in receipt of correspondence from the Director of Education and Secretary of the Board of Education for the City of Hamilton which advised that Ms. Susan Wilson will represent the Board on the Transport and Environment Committee for November 30, 1988.

Ontario Good Roads Association Annual Conference

It was moved by Alderman Valeriano seconded by Alderman Copps that the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference on Sunday, February 21, to Wednesday, February 24, 1988 in Toronto. Carried.

Reduction of the 1988 Transport and Environment Current Budget Estimates

The Committee approved the following recommendation of the Treasurer. respecting the reduction of the 1988 Transport and Environment Current Budget Estimates:

That the 1988 Estimates for Winter Maintenance included in the Public Works Budget be reduced by \$332 000 and financed from the "Reserve for Emergency Snow Removal" account No. 0280-29.

NOTE: Alderman Valeriano requested that staff provide the figures from last years Snow Removal Account.

East west alley first north of Delaware from Gladstone Avenue

Alderman Hinkley appeared before the Committee regarding a request for an alley closure for the east west alley first north of Delaware from Gladstone Avenue to the North-South Alley.

Also in attendance were Mr. Bob Sheezbie, Allen Rigby, Anthony Kosta, Frank Maraca, applicants for the closure and Mr. and Mrs. Carrol of 40 Gladstone Avenue, Mr. Niewiadomski, 107 Sanford Avenue South, Mr. Ed Dardarian of Gladstone Avenue who were opposed to the proposed closure.

After considerable discussion with respect to this matter, it was moved by Alderman Valeriano seconded by Alderman Agostino that the application for the alley closure be denied. Carried.

The following bill was introduced:

By-law to expropriate land for roadway and municipal purposes - part of 163 Centennial Parkway North.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp



2

F O R   A C T I O N

FROM Public Works Department

DATE 1988 January 25

TO Transport and Environment Committee

Refer To File No. 88-5000

Attention Of J. G. Pavelka

Your File No. \_\_\_\_\_

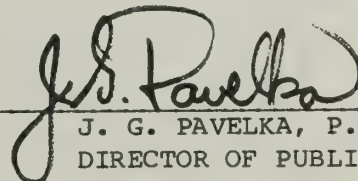
SUBJECT

Snow Clearing At Bus Stops

RECOMMENDATION

1. That the annual snow clearing at bus stops on local roads be cost-shared between the City of Hamilton and the Hamilton Street Railway, on a 25%/75% basis.
2. That this cost-sharing formula also apply to 1987.
3. That this cost-sharing formula, which is based on the number of bus stops on local roads and the number of bus stops on sidewalks versus the bus stops on landing pads and/or hard surfaced boulevards, be reviewed annually.
4. That the Transportation Services Committee be advised of this proposed cost sharing.
5. That the Public Works Department review the consequences of incorporating the clearing of bus stops adjacent to City-owned properties as part of the City's operation in clearing sidewalks adjacent to City-owned properties.

BACKGROUND

  
\_\_\_\_\_  
J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

BACKGROUND

In the past there has been cost sharing for the removal of snow from bus stop areas by three parties.

1. City of Hamilton - Public Works Department
2. Region of Hamilton-Wentworth - Engineering Department
3. Region of Hamilton-Wentworth - Hamilton Street Railway

During 1986 the cost sharing was based on the following;

A    Bus Stops On Local Roads

- 90% - City of Hamilton - Public Works Department
- 10% - Region of Hamilton-Wentworth - Hamilton Street Railway

B    Bus Stops On Regional Roads

- 45% - City of Hamilton
- 45% - Region of Hamilton-Wentworth - Engineering Department
- 10% - Region of Hamilton-Wentworth - Hamilton Street Railway

## Subsidy

Recently it has come to staff's attention that snow removal at bus stops is subsidizable by the Province if it is related to road snow removal or transit snow removal.

If the snow is removed from the sidewalk area as part of the road maintenance operations because snow from the road was ploughed or pushed onto the sidewalk due to road snow clearing operations, the Province will subsidize the snow removal costs from bus stops by approximately 50%.

If snow is removed from the sidewalk area as part of the transit maintenance operations because the transit authority is responsible to provide a safe and clear waiting area at the bus stop, the Province will subsidize the snow removal costs from bus stops by approximately 19%.

If snow is removed by the City of Hamilton from sidewalks to accommodate pedestrians, absolutely NO subsidy is available.

Consequently to maximize subsidy revenue to this area, snow removal at bus stops should not be attributed to pedestrian traffic but should be attributed to either the road maintenance operations or the transit operations.

### A Bus Stops On Local Roads

50%	City of Hamilton - Public Works Department (maintenance of roads)
0%	Region of Hamilton-Wentworth - Engineering Department
50%	Region of Hamilton-Wentworth - Hamilton Street Railway

### B Bus Stops On Regional Roads

0%	City of Hamilton
50%	Region of Hamilton-Wentworth - Engineering Department
50%	Region of Hamilton-Wentworth - Hamilton Street Railway

The attached breakdown outlines how many bus stops there are within the City of Hamilton and how many are on local roads and on regional roads.

During this review, those bus stops where there are landing pads and/or hard surfaced boulevards are specifically distinguished from bus stop areas on sidewalks. Neither the City nor the Region hard surface boulevard areas. Accordingly, if there are landing pads or hard-surfaced boulevards, they are there at the direction of the Hamilton Street Railway and, therefore, must be maintained by the Hamilton Street Railway.

## 1987 Budgets For Snow Clearing From Bus Stops

The 1987 budgets were prepared by the Regional Engineering Department and by the Hamilton Street Railway on the understanding that the 1986 formula would apply. Unfortunately, the Transport and Environment Committee removed this item from the City's Budget when it was too late for it to be added to the Region's Budget. Consequently, no department budgeted for this item in 1987.

At this time, the best information available indicates that the total cost for snow clearing at bus stops for 1987 is \$180,859.39.

SNOW REMOVAL AT BUS STOPS  
IN THE CITY OF HAMILTON

GROUND CONDITIONS AT BUS STOPS IN THE CITY OF HAMILTON

	<u>LOCAL ROADS</u>	<u>REGIONAL ROADS</u>	<u>PRIVATE ROADS</u>	<u>TOTALS</u>
STOPS ON SIDEWALKS	252	379	4	635
STOPS ON LANDING PADS	100	433	1	534
STOPS ON BOULEVARDS	158	340	2	500
	<hr/>	<hr/>	<hr/>	<hr/>
TOTALS	510	1152	7	1669

PROPOSED COST SHARING FOR SNOW CLEARING AT BUS STOPS

	<u>LOCAL ROADS</u>	<u>REGIONAL ROADS</u>
STOPS ON SIDEWALKS	50/50 BETWEEN H.S.R. & CITY	50/50 BETWEEN H.S.R. & REGION
STOPS ON LANDING PADS	100% BY H.S.R.	100% BY H.S.R.
STOPS ON BOULEVARDS	100% BY H.S.R.	100% BY H.S.R.

ALL BUS STOPS	<u>LOCAL ROADS</u>	<u>REGIONAL ROADS</u>
CITY OF HAMILTON	25%	0%
REGION OF HAMILTON-WENTWORTH	0%	16%
HAMILTON STREET RAILWAY	75%	84%
	<hr/>	<hr/>
TOTAL	100%	100%

JANUARY 25, 1988



According to the cost-sharing proposal evolved above, the respective costs would be as outlined in the following table:

ALL BUS STOPS	<u>LOCAL ROADS</u>	<u>REGIONAL ROADS</u>
CITY OF HAMILTON	\$13,816.40	0
REGION OF HAMILTON-WENTWORTH	0	\$ 19,973.64
HAMILTON STREET RAILWAY	<u>\$41,449.20</u>	<u>\$104,861.60</u>
TOTAL	\$55,265.60	\$124,835.24

JGP:jh  
Attch.

c.c. H. O. Schweinbenz, P.Eng.  
Commissioner of Transportation  
The Hamilton Street Railway

c.c. J. R. G. Leach, P.Eng.  
Commissioner of Engineering  
Regional Municipality of Hamilton-Wentworth

c.c. L. Sage  
Chief Administrative Officer

c.c. B. Court  
Manager of Streets and Sanitation  
Public Works Department

c.c. J. McMurray  
Maintenance Management Supervisor  
Public Works Department

F O R   A C T I O N

3

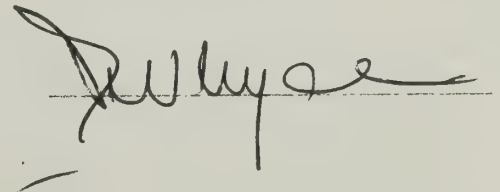
FROM D. W. Vyce, Director of Property      DATE January 18, 1988  
TO TRANSPORT & ENVIRONMENT COMMITTEE      Refer To File No. \_\_\_\_\_  
Attention Of \_\_\_\_\_  
Your File No. 3-6.1

SUBJECT

Rosedale Arena - Installation of a Sound Baffle  
Surrounding Roof Condenser Unit

RECOMMENDATION

That Item 21 of the Fifth Report of the Transport and Environment Committee, adopted by City Council on March 10, 1987 be rescinded and that no action be taken to install a sound baffle surrounding a refrigeration condenser unit on the roof of Rosedale Arena.



BACKGROUND

In adopting Item 21 of the Fifth Report of the Transport and Environment Committee, City Council on March 10, 1987 authorized the installation of a sound baffle at Rosedale Arena, in an attempt to reduce any noise emanating from the roof mounted condenser for the refrigeration system. The sum of \$200.00 was established during the Committee meeting; quite frankly, I cannot determine the source of the estimate, except to say it did not come from the Property Maintenance Division. Furthermore, a buffer, even "temporary" in nature cannot be constructed for \$200.00.

The purpose of writing this report is to inform you that the Property Department cannot comply with the Council's request to install a sound baffle, for it simply cannot be performed for \$200.00.

Please allow me to give you a brief summary of events over the past nine years.

Complaints about mechanical noise at this location have been voiced by a member of that particular community since the opening of the arena. The roof condenser complaint is only one of many concerns expressed by this person including noise emanating from tennis courts, the ski hill operation, and bus stop location. Mr. R. Swan, then of the Culture and Recreation Department, reviewed the possibility of a sound damping system with a consultant during and prior to 1978 at the cost of the City. At the time, the proposed cost for the baffle was about \$5,000.

BACKGROUND - Continued...

It was not funded in ensuing budgets. The Property Maintenance Division has recently reviewed the same plans and proposal. The present cost to install this or a similar baffle will be approximately \$9,000 to \$10,000. We voiced reservations about the installation of this baffle initially and at present, still have similar concerns.

The roof condenser at Rosedale Arena is air cooled only. Our other cooling towers at Mountain Arena, Lawfield Arena, Scott Park Arena, and Eastwood Arena are both water and air cooled. Because there is no supplementary water cooling at Rosedale Arena other than a temporary water line run to the roof in the fall and spring, unimpeded air flow is crucial through and around the condenser. Without this cooling, the ice making equipment will fail to function. The addition of a baffle may disrupt the flow of air to the roof unit thereby reducing its efficiency below the critical operating point.

Another area of concern relates to the actual and perceived effectiveness of the baffle in reducing noise levels. Following installation, it may be found that the noise has not been sufficiently reduced to satisfy the complainant. Adding to or substantially modifying the enclosure would again be costly.

Aesthetically, we are also concerned about the appearance of such a device. The baffle must be structurally sound and permanently anchored to the building, because of the severe winds which can develop in the vicinity of the Rosedale Arena. This will add to the cost and weight of the baffle and may detract further from the appearance of the building exterior.

We have recently contacted Mr. Frank Westaway the Noise Abatement Officer for the Region. Several noise level tests have been taken by Mr. Westaway under various conditions at the Rosedale Arena as well as similar tests at other City Arena sites. Test results and correspondence are attached. The tests clearly establish that the noise levels experienced at Rosedale and other arenas tested are within acceptable standards. As a matter of interest, a level of 46 decibels is equivalent to normal speech at ten feet, a quiet living room or a normal refrigerator noise level.

In view of the attached findings and our stated concerns, I would strongly recommend against the installation of any form of noise baffle.

Attach.



Transport & Environment Committee  
January 18, 1988  
Page 3

- c.c. - Mr. L. Sage, Chief Administrative Officer
- Mr. R. Gillespie, Manager, Property Maintenance Division  
Attention: Mr. R. Swan
  - Mr. F. Westaway, Noise Control Officer
  - Miss A. Schimmel, Director, Culture & Recreation
  - Mr. R. Prowse, Secretary, Parks & Recreation Committee



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

File No.

Attention: F. Westaway

## REAL ESTATE DEPARTMENT

7 January 1988

Date

*Jan 12/88*

Mr. D.W. Vyce  
Director of Real Estate  
City Hall  
Hamilton, Ontario

Re: Rosedale Arena  
100 Greenhill Avenue  
Hamilton, Ontario

File No.	INT.	INFO.	ACT
<input checked="" type="checkbox"/> DIRECTOR			
<input type="checkbox"/> ASSIST. DIR.			
<input type="checkbox"/> CHIEF APPRAISER			
<input type="checkbox"/> PROP. CONT. OFFICER			
<input type="checkbox"/> REAL AGENT			
<input type="checkbox"/> PROPERTY OFFICER			

Dear Sir:

As per your request, the Noise Control Office conducted noise measurements of the roof top unit on the Rosedale Arena located at the above noted.

Further, the Noise Control Office was requested to acquire noise measurements from other area arenas throughout Hamilton to somehow compare the noise levels to the noise level at Rosedale Arena.

Please find attached a Schedule "A" which indicates locations, times, dates, noise levels of similar units used by other Arenas.

Also attached are correspondence from the Noise Control Officer to Mrs. Mary Daleo of 107 Greenhill Avenue, Hamilton, Ontario.

Should you require further information, please call me at 526-4665, Extension 229.

Yours truly,

*F. Westaway*  
F. Westaway  
Noise Control Officer

FW/am

Attach.

SCHEDULE "A"

NOISE MEASUREMENTS

<u>ARENA</u>	<u>DATE</u>	<u>TIME</u>	<u>DISTANCE FROM SOURCE</u>	<u>OFFENDING NOISE LEVEL</u>
Rosedale	Dec. 7, 1987	9:30 a.m.	100 Meters (107 Greenhill Avenue)	(49 dBA) Background noise only.
Rosedale	Dec. 7, 1987	10:21 a.m.	10 Meters	(52 dBA) No violation.
Rosedale	Dec. 8, 1987	2:10 a.m.	100 Meters (107 Greenhill Avenue)	(46 dBA) No violation.
* Rosedale	Dec. 10, 1987	2:06 a.m.	100 Meters	Unable to acquire readings due to 2 flags blowing in wind made contributing noise.
Eastwood	Dec. 8, 1987	3:21 a.m.	100 Meters South	(53 dBA) No homes nearby.
Eastwood	Dec. 10, 1987	3:09 a.m.	200 Meters 146 Burlington St. E.	(48 dBA) Closest residential home.
Lawfield	Dec. 9, 1987	12:07 a.m.	100 Meters	(54 dBA) Closest residential home.

\* Note: Both flags blowing made more noise than the air conditioner unit on top of the Arena.





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

Refer to File No. E551-02  
Attention of J.P.M. O'Keefe

25 September 1986  
Your File No.

The Corporation of The  
City of Hamilton  
City Hall,  
Hamilton, Ontario  
L8N 3T4

Attn: Mr. R.C. Prowse  
re: Rosedale Arena

Dear Sir,

In your memo dated 17 September 1986, you requested that we report to the Pollution Control Sub-committee on the alleged noise at Rosedale Arena. As you probably know, I shall be leaving the city's employ at the end of the month, so I'm afraid I will not be able to make the presentation you request. Perhaps in my absence, this letter will suffice.

We have received numerous complaints about the compressor on the roof of Rosedale Arena. All the complaints have come from the same person and none have been validated. Our last attempt to measure the alleged noise was on 3 February 1986. Our results prompted the enclosed letter. At that time our measurements could not distinguish between the normal background noise and the noise emanating from the compressor. Our measurements were, in fact, frequently interrupted by an afternoon hockey practice going on inside the arena. The noise from the practice was louder than compressor noise. Neither of the two noises were in contravention of the Noise Control By-law.

I hope this information will be of use. If you should have any more questions, I would advise you to contact Mr. A.V. Forde. He too has had frequent contact with the complainant.

Yours sincerely,

John P.M. O'Keefe,  
Noise Control Officer

c.c.: A.V. Forde  
Encl.



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

Refer to File No. E551-02  
Attention of J.P.M. O'Keefe  
Your File No.

6 February 1986

Mrs. Mary Daleo  
107 Greenhill Avenue,  
Hamilton, Ontario.  
L8K 3E5

Dear Mrs. Daleo,

On 3 February 1986 we performed noise measurements on your property, as you requested. Our aim was to establish the sound pressure level evident on your property as caused by the ventilator on the roof of Rosedale Arena.

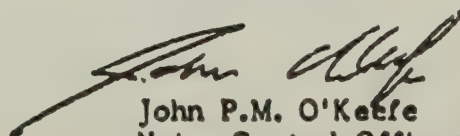
The results of our measurements show that the noise level created by the ventilator, as heard one meter north of your sidewalk, is the same as the normal background level. There is, therefore, no violation of Hamilton's Noise Control By-law.

The average hourly level emitted by the ventilator was recorded at 46 decibels (A-weighted). As a matter of interest, this is equivalent to:

- normal speech at 10 feet
- a quiet living room
- a normal refrigerator

I hope you find information useful. Please contact me at 526-4665 if you have any questions.

Yours sincerely,

  
John P.M. O'Keefe  
Noise Control Officer

c.c.: A.V. Forde





RECEIVED  
JAN 31 1989  
4  
CITY CLERKS

FOR ACTION

FROM K. A. Rouff, City Solicitor

DATE 1988 January 29

TO Chairman & Members

Refer To File No. 1-44.

Transport & Environment Committee  
Attn: Mr. R. C. Prowse's Secretary

Attention Of Lorne E. Farr

Your File No. \_\_\_\_\_

SUBJECT

Garbage Collection Agreement - South-East corner of Upper Gage and Stone Church Road East - A. DeSantis Developments Ltd.

RECOMMENDATION

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and A. DeSantis Developments Ltd., for the collection of garbage at the south-east corner of Stone Church Road East and Upper Gage, Hamilton.

This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk and insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

BACKGROUND

The Applicant has asked the City to collect garbage pursuant to Section 4, Subsection (j) of The Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this department has received and is satisfied with the documents: an agreement which has been executed by the Applicant and an insurance certificate.

c.c. Mr. J. Pavelka, Director, Public Works



5(a)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1988 January 22

Refer To File No. TEC-16-88

Attention Of M. Hazell

Your File No. 3-95

SUBJECT

No. 14 Dundonald Avenue - Discharge of Residential Boulevard Parking Agreement.

## RECOMMENDATIONS

That:

- the existing Residential Boulevard Parking Agreement registered as Instrument No. 323550 C.D. to the property at No. 14 Dundonald Avenue be discharged, at the property owner's expense; and,
- the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and,
- the City Treasurer be directed to revise the billing records accordingly.

Murray F. Main, P. Eng.  
Director of Traffic Services

## BACKGROUND

In 1985, the Traffic Department approved an application by the owner of the property at No. 14 Dundonald Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1985 August 19.

The owner of the property has now provided sufficient space to allow a vehicle to be parked entirely on the private property. Therefore, the Residential Boulevard Parking Agreement is no longer required, and the property owner has requested that the agreement be discharged. The Traffic Department concurs with this request.





5(b)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services      DATE 1988 January 22

TO Transport and Environment Committee      Refer To File No. TEC-14-88

Attention Of M. Hazell

Your File No. 3-9.5

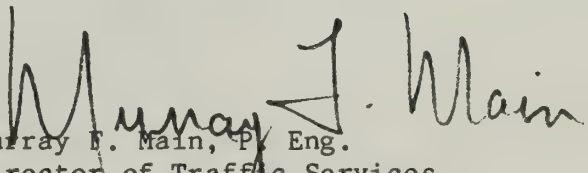
SUBJECT

Angie's Tile Limited, 425 Melvin Avenue - Application for Boulevard Parking.

RECOMMENDATIONS

That:

- the City Treasurer be directed to reimburse the owner of Angie's Tile Limited, 425 Melvin Avenue, the amount of \$85.00; and,
- no further action be taken regarding this matter.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

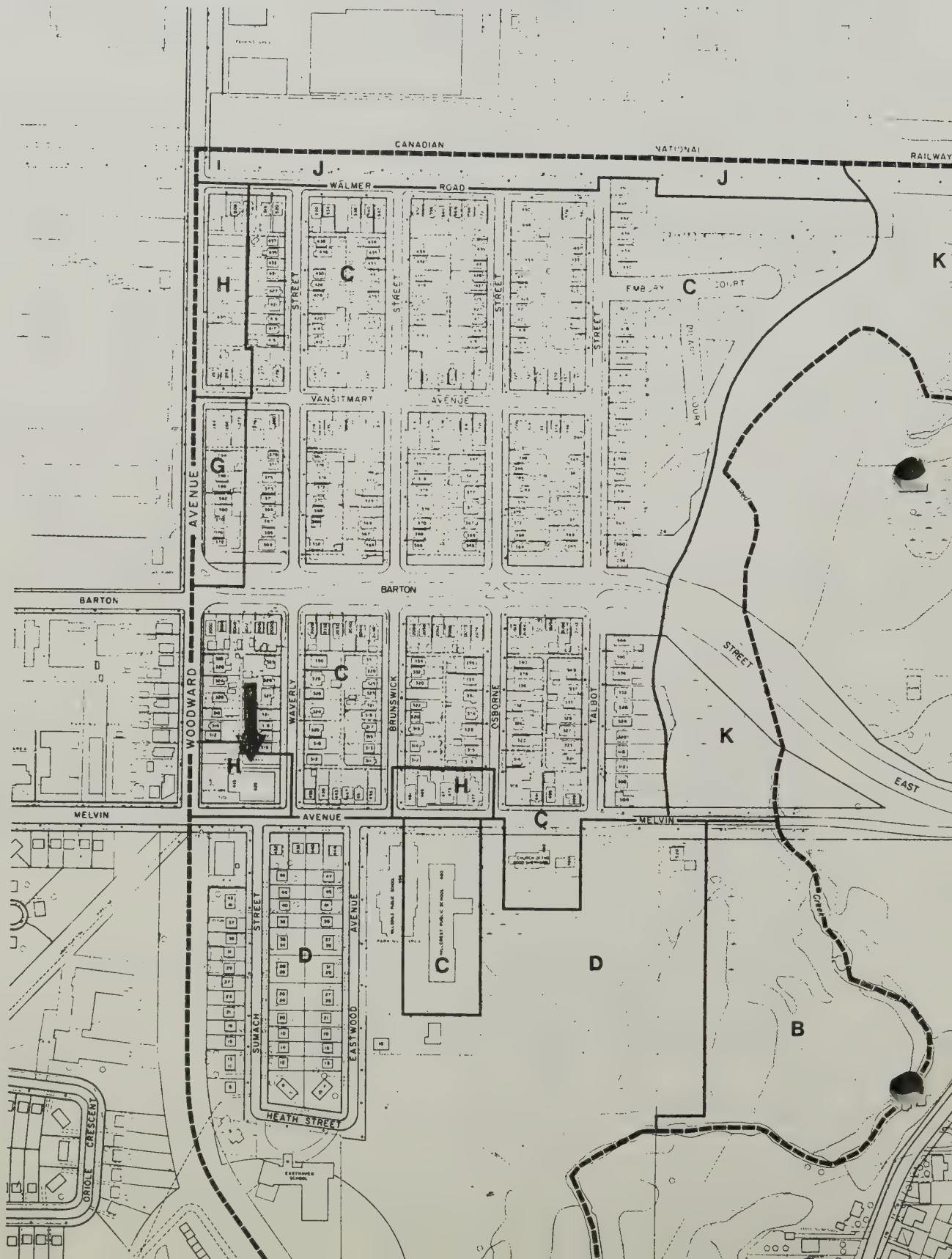
BACKGROUND

In Report TEC-242-87, the Traffic Department reported respecting an application by Angie's Tile Limited, 425 Melvin Avenue, to lease a portion of the boulevard of Waverly Street adjacent to this property to park one vehicle. The Traffic Department recommended approval of the application, and the applicant had forwarded a cheque in the amount of \$85.00 in anticipation of the approval by the City Council. However, the City Council, on 1987 December 08, referred this matter back to staff for further investigation, since the ward alderman, Alderman G. Copps, had expressed concern regarding the amount of landscaping provided at this location.

The owner of the property has now changed his plans, and has decided to retain the present loading door off of Waverly, and to not install a loading dock as previously proposed. Thus, there is no longer any need for a boulevard parking agreement since the applicant has sufficient space entirely on the private property to park a vehicle. Therefore, it would be appropriate to rescind the application and to refund \$85.00 to the applicant.

The Planning and Building Departments are addressing Alderman Copp's concerns regarding landscaping on the property as required by an approved site plan.







6(a)

FOR ACTION

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1988 January 18

TO Transport and Environment Committee Refer To File No. TEC-11-88

Attention Of M. Hazell

Your File No. 3-7.2

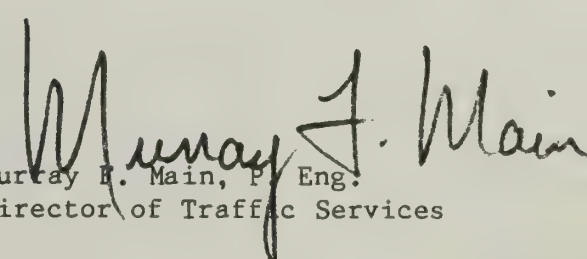
SUBJECT

No. 196 Province Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATIONS

That:

- a permit parking regulation be implemented on the east side of Province Street North, commencing at a point 90 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom; and
- the Director of Traffic Services be authorized to issue one parking permit to Mr. Jack Abbott, 196 Province Street North; and
- the City Traffic By-law 66-100 be amended accordingly.

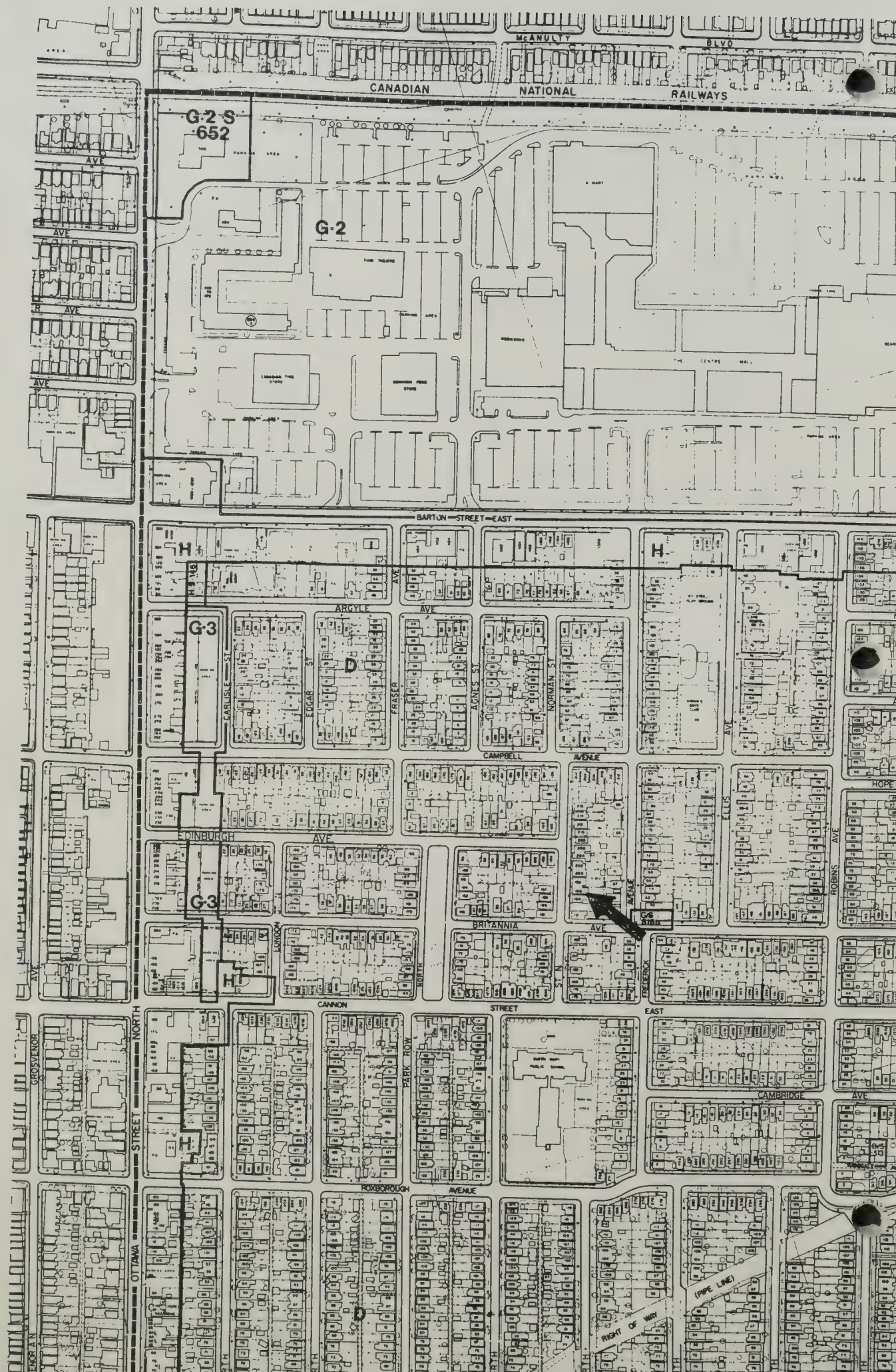
  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

Alderman Dave Christopherson has advised of a request from Mr. Jack Abbott, 196 Province Street North, that a reserved permit parking space be designated on the street in front of his home. Presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of Province in this area. Mr. Abbott wishes to reserve an on-street parking space directly in front of his home since both he and his wife are disabled.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Abbott possess a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, it appears that Mr. and Mrs. Abbott have a genuine need for a reserved on-street parking space directly in front of their home, and the Traffic Department concurs with this request.





6(b)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,      DATE 1988 January 18  
Director of Traffic Services  
TO Transport and Environment Committee      Refer To File No. TEC-12-88  
Attention Of M. Hazell  
Your File No. 3-7-2

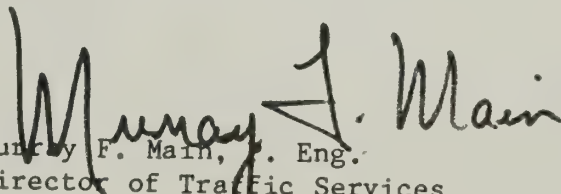
SUBJECT

Avondale Avenue between Barton Street East and Mons Avenue - Parking Regulations.

RECOMMENDATIONS

That:

- a full-time parking prohibition be implemented on the east side of Avondale Avenue between Barton Street East and Mons Avenue, in place of the existing "Alternate Side Parking" regulation; and
- the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

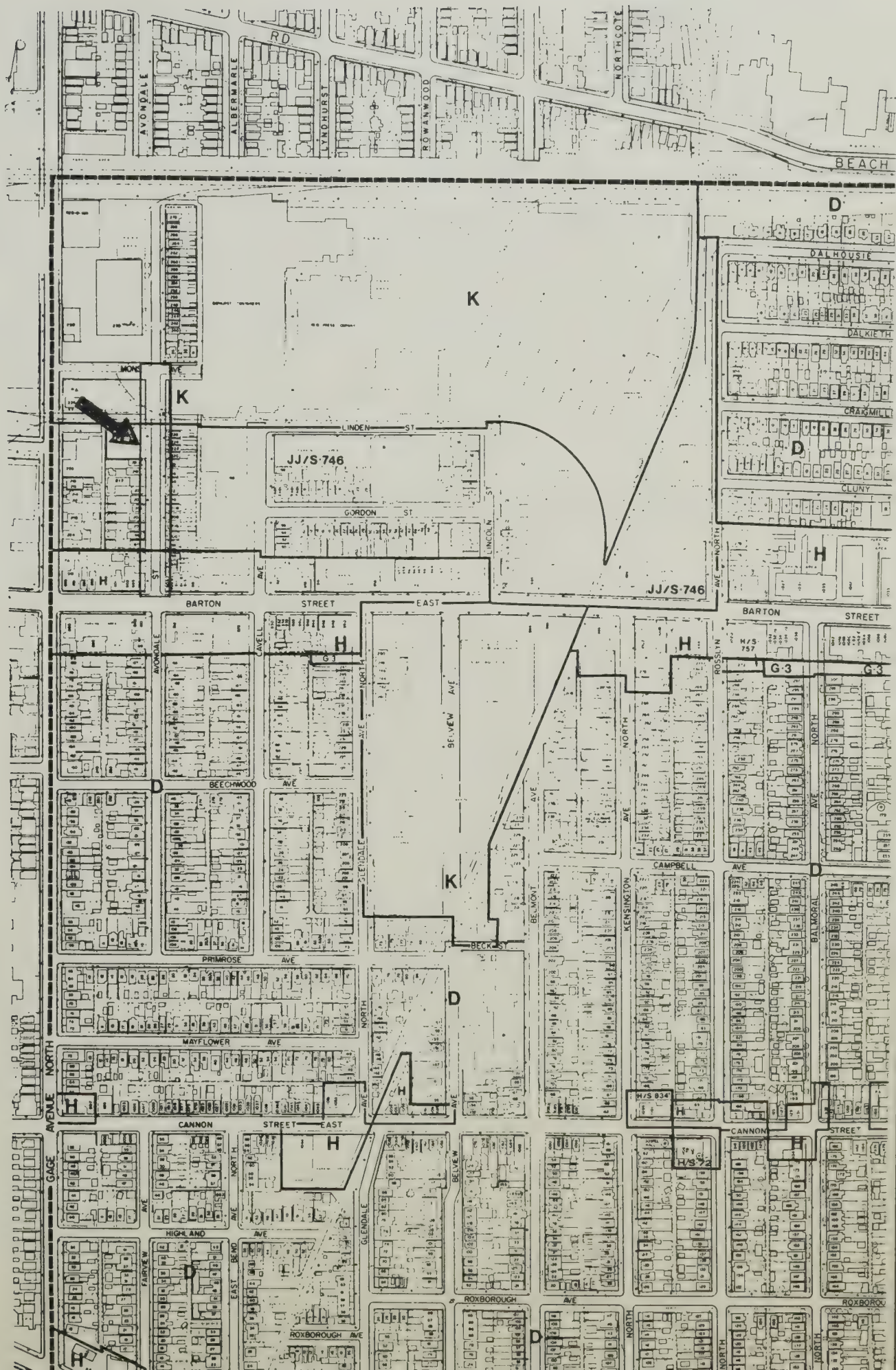
BACKGROUND

The Traffic Department has received a petition signed by representatives of 14 of the 25 residential properties, and by the president of the one abutting industrial property, requesting that the existing "Alternate Side Parking" regulation on Avondale Avenue in the block between Barton and Mons be replaced with a full-time parking prohibition on the east side and unrestricted free parking on the west side of the street in order to maximize the number of available on-street parking spaces. Under the existing "Alternate Side Parking" regulation, parking is permitted on the east side and prohibited on the west side of the street at all times during the winter months, except that stopping is prohibited at all times on both sides of the street in the vicinity of the T.H.&B. Railway Tracks immediately south of Mons Avenue.

An investigation has revealed that approval of the requested change in regulations would result in the provision of at least one additional on-street parking space in this block at all times. A representative of the Public Works Department has advised that rescinding the existing "Alternate Side



Parking" regulation in this block will have little effect on street maintenance operations, since there is presently no pattern of alternating the parking from side to side throughout the neighbourhood. Therefore, since representatives of approximately 58% of the abutting properties have indicated their support for the proposed change in parking regulations, the Traffic Department concurs with this request.







F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

TO Transport and Environment Committee

DATE 1988 January 22

Refer To File No. TEC-15-88

Attention Of M. Hazell

Your File No. 3-9.2

SUBJECT

Parking Regulations in front of Proctor Place Apartments, 12 Proctor Boulevard.

## RECOMMENDATIONS

That :

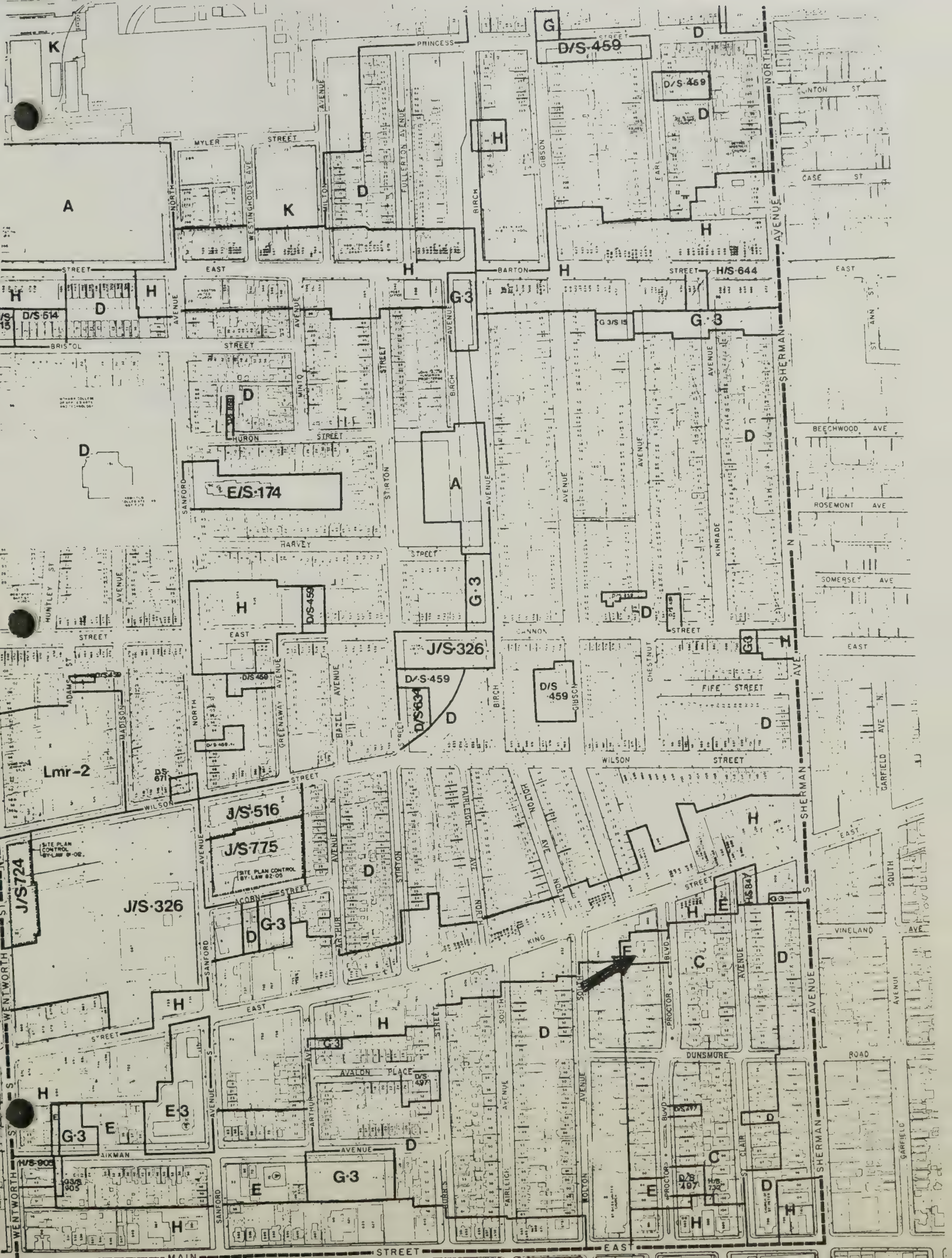
- a parking prohibition be implemented on the west side of Proctor Boulevard commencing at a point 141 feet south of King Street East and extending to a point 43 feet southerly therefrom; and,
- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.  
Director of Traffic Services

## BACKGROUND

The superintendent of the apartment building at No. 12 Proctor Boulevard has contacted the Traffic Department and requested that parking be prohibited in front of this 35 unit apartment building in order to provide an area for loading and unloading of private and emergency vehicles on the street directly in front of the building. There is a grass boulevard in the middle of Proctor Boulevard and the travelled portions of roadway are only 16 feet in width on each side of the boulevard. Presently, there is unrestricted free parking on the west side of the street, and the applicant has advised that vehicles loading and unloading in front of this building frequently stop in the middle of the roadway and completely block traffic.

There is generally a need to pick up or drop off passengers in front of apartment buildings, and at the present time, the area in front of this building is frequently solidly parked. The requested parking prohibition would result in a loss of two legal on-street parking spaces, but would facilitate the movement of traffic on the street. Therefore, since most of the residential properties in the block have off-street parking, parking problems for other residents would not be anticipated, and the Traffic Department concurs with this request.







F O R     A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1988 January 18

TO Transport and Environment Committee Refer To File No. TEC-10-88

Attention Of M. Hazell

Your File No. 391

**SUBJECT**

East side of Proctor Boulevard, north of Main Street East - Request for Wheelchair Loading Zone.

## RECOMMENDATIONS

That :

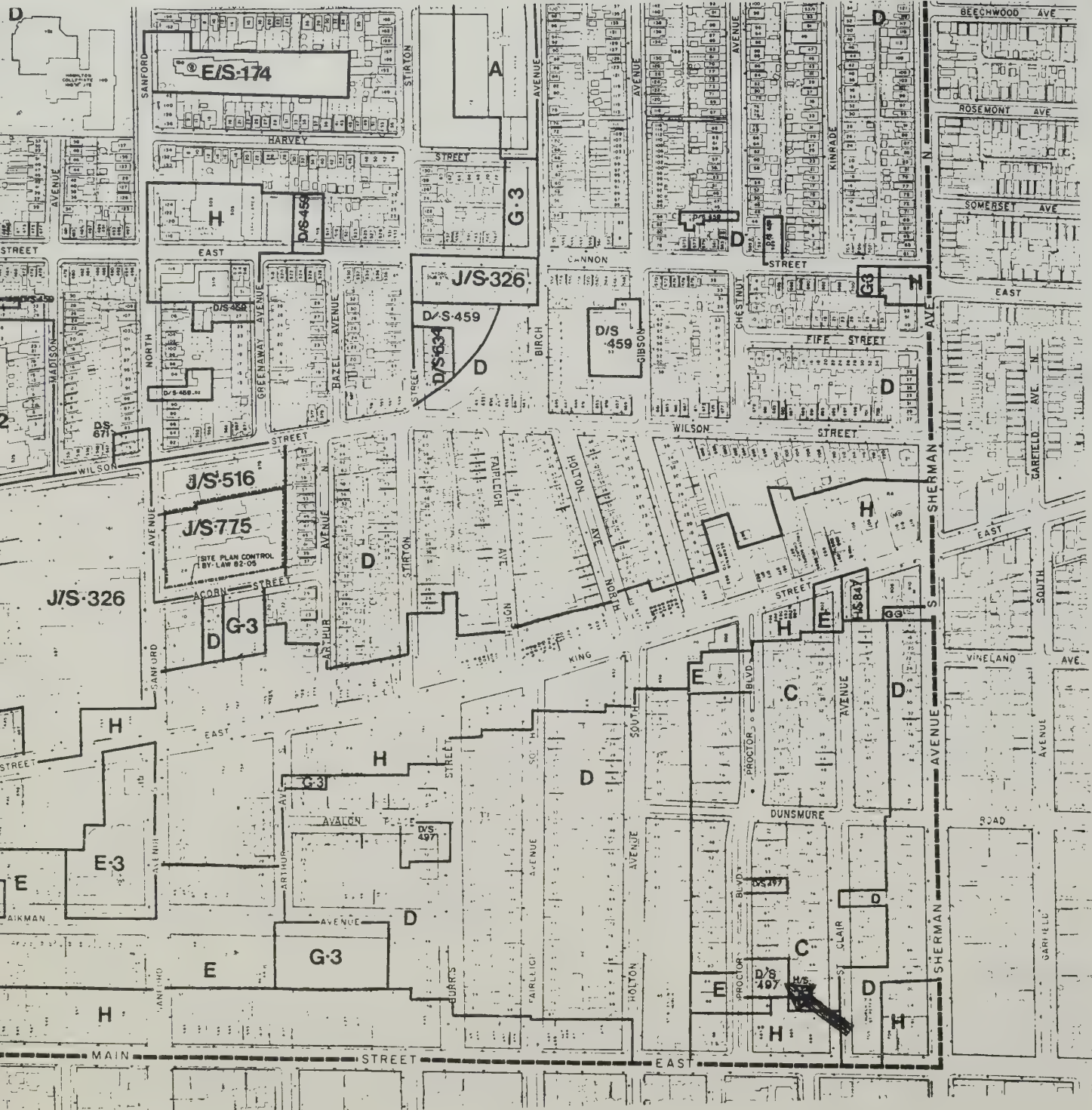
- a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m." regulation be implemented on the east side of Proctor Boulevard commencing at a point 212 feet north of Main Street and extending to a point 24 feet northerly therefrom; and
- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main  
Director of Traffic Services

## BACKGROUND

The administrator of Proctor Manor Nursing Home Ltd., 81 Proctor Boulevard, has requested that a wheelchair loading zone be implemented to allow loading and unloading of Darts buses to occur on the street directly in front of this property. There is a grass boulevard in the middle of Proctor Boulevard and the travelled portions of roadway are only 16 feet in width on each side of the boulevard. Presently, there is unrestricted free parking on the east side of the street. The applicant has advised that Darts buses presently stop in the middle of the roadway and completely block traffic while loading and unloading.

A wheelchair loading zone on the east side of the street in front of this property would facilitate the movement of traffic, and would result in a loss of only one legal on-street parking space. The applicant has agreed to limit the hours for loading and unloading to 8:00 a.m. to 6:00 p.m., each day, such that the space is available for parking each evening. Therefore, the Traffic Department would not anticipate any parking problems resulting, and concurs with this request.



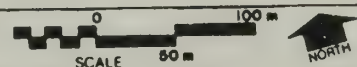
69	70	71
95	48	126
125	124	12

This is not a Legal Document  
For Zoning Verification Please  
Contact City Building Department.

CITY OF HAMILTON

## GIBSON ZONING

Neighbourhood Boundary  
Zoning Boundary.



Prepared for The City of Hamilton  
by the Planning and Development Department  
of The Regional Municipality of Hamilton Wentworth

PLANNING  
UNIT NO  
6607

June 1985

PAGE NO.  
48



8(a)

F O R   A C T I O N

FROM Department of Engineering

DATE January 12, 1988

TO Transport & Environment Committee

Refer To File No. T 103-37

Attention Of R. P. Meiers

Your File No. 3-11.7

SUBJECT

Banner Display Application  
September 26, 1988 to October 3, 1988

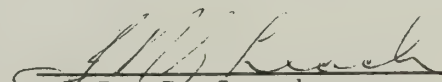
ORIGIN

We have received an application from "The Extend-a-Family, Hamilton District Organization" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Extend-a-Family" organization be permitted to display a promotional banner across Main Street West in front of City Hall, from September 26, 1988 to October 3, 1988 subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Share a special friendship"

  
J. R. G. Leach  
Commissioner of Engineering

RPM:sw  
Attach.

cc: H. Reinhold, Department of Public Works



8 (b)

F O R   A C T I O N

FROM Department of Engineering

DATE January 19, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

Your File No.

SUBJECT

Banner Display Application  
March 21, 1988 to March 28, 1988

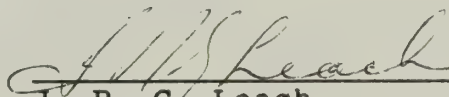
ORIGIN


We have received an application from "Rotary Club of Hamilton" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Rotary Club of Hamilton" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 21, 1988 to March 28, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Back a fighter. With Easter Seals"

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

  
CVB/ma  
Attach.

cc: H. Reinhold, Department of Public Works





F O R   A C T I O N

8cc)

FROM Department of Engineering

DATE December 17, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application  
June 27, 1988 to July 4, 1988

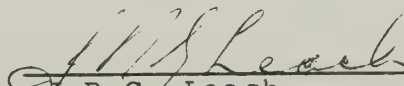
ORIGIN

We have received an application from the "VIII Lithuanian Dance Festival of the Free World" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "VIII Lithuanian Dance Festival of the Free World" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from June 27, 1988, to July 4, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986, and January 13, 1987, with the following message:

"VIII Lithuanian Dance Festival of the Free World"  
Sunday July 3rd Copps Coliseum

  
\_\_\_\_\_  
J.R.G. Leach  
Commissioner of Engineering

W/ CH/lj  
cf Attach.

cc: H. Reinhold, Department of Public Works





8(d)

F O R   A C T I O N

FROM Department of Engineering

DATE January 11, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

3-11.7

SUBJECT

Banner Display Application  
October 3, 1988 to October 10, 1988

ORIGIN

We have received an application from "The Week of Child, Hamilton Wentworth Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Week of Child, Hamilton-Wentworth Inc." organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 3, 1988 to October 10, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"WEEK OF THE CHILD"



J. R. G. Leach  
Commissioner of Engineering

RPM/ma  
Attach.

cc: H. Reinhold, Department of Public Works



8(e)

F O R   A C T I O N

FROM Department of Engineering

DATE January 18, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

Your File No. 3-11.7

SUBJECT

Banner Display Application  
May 2, 1988 to May 9, 1988

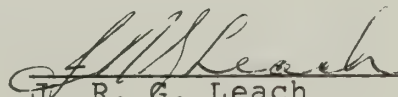
ORIGIN

We have received an application from "Hamilton Chiropractic Society" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Hamilton Chiropractic Society" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 2, 1988 to May 9, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"National Spinal Health Week May 1-7  
Sponsored by the Local Chiropractic Society"

  
J. R. G. Leach  
Commissioner of Engineering

*Dis. on Behalf*  
RPM/ma  
Attach.

c.c. H. Reinhold, Department of Public Works





8 (A)

F O R   A C T I O N

FROM Department of Engineering

DATE January 18, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R. P. Meiers

Your File No. 3-11.7

SUBJECT

Banner Display Application  
May 9, 1988 to May 16, 1988

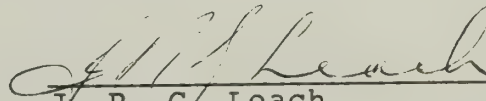
ORIGIN


We have received an application from "the Council on Road Trauma" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Council on Road Trauma" organization be permitted to display a promotional banner across Main Street West, in front of City Hall from May 9, 1988 to May 16, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"STUDENTS AGAINST IMPAIRED DRIVING WEEK MAY 9 - 16"

  
J. R. G. Leach  
Commissioner of Engineering

  
RPM:sw  
Attach.

cc: H. Reinhold, Department of Public Works





F O R   A C T I O N

9 (a)

FROM Department of Engineering      DATE January 13, 1988  
TO Transport & Environment Committee      Refer to File No. T103-50(617)  
Attention Of R. P. Meiers  
Your File No. 3-11.5

SUBJECT

Inadvertent Encroachment Agreement  
286 Sanford Avenue North

RECOMMENDATION

That the application of T. H. Lawrason, Director of Real Estate Services, on behalf of the present owner(s) of 286 Sanford Avenue North, Galwan Canada Ltd., to retain the following inadvertent encroachments, consisting of;

- (a)      on Sanford Avenue North
  - (i)      areaway, 18.67m x 3.05m
- (b)      on Myler Street
  - (i)      areaway, 2.55m x 7.25m
  - (ii)     areaway, 0.06m x 5.12m
  - (iii)    areaway, 1.47m x 4.51m
  - (iv)    areaway, 0.60m x 1.90m
  - (v)    areaway, 0.70m x 1.89m
- (c)      on Westinghouse Avenue
  - (i)      concrete steps, 0.12m x 1.96m

be approved during the pleasure of City Council, provided:

- (1)      That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (2)      That a first year fee of \$205.00, and subsequent annual fee of \$100.00 be set for this privilege.

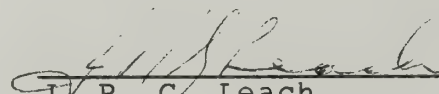
Cont'd ....

- Page 2 -  
January 13, 1988

Inadvertent Encroachment Agreement  
286 Sanford Avenue North

Cont'd ....

- (3) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.


  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

  
RPM:mm

c.c. L. Farr, City Solicitor's Department

F O R   A C T I O N

9(b)

FROM Department of Engineering      DATE January 8, 1988  
TO Transport & Environment Committee      Refer to File No. T103-50(619)  
Attention Of R.P. Meiers  
Your File No. 3-11.5

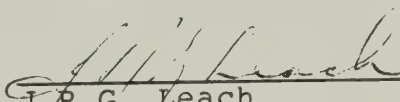
SUBJECT

Inadvertent Encroachment Agreement  
444-446 MacNab Street North, Hamilton

RECOMMENDATION

That the application of F. Paletta, Solicitor, on behalf of the present owner of 444-446 MacNab St. N., Ronald Richard Weinberger, to retain the following inadvertent encroachment, consisting of an open concrete porch and steps, 1.8' x 7.8' and corner of building 3.9' x 10.4' be approved during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
\_\_\_\_\_  
J.R.G. Leach  
Commissioner of Engineering

Cont'd...



-Page 2-  
January 8, 1988

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

RPM:lj

cc: L. Farr, City Solicitor's Department  
cc: N. Hostiuc, Planning Department

F O R   A C T I O N

10

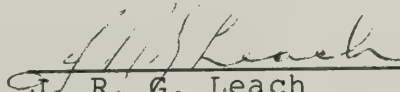
FROM Department of Engineering      DATE January 8, 1988  
TO Transport & Environment Committee      Refer to File No. T103-52(81)  
Attention Of R.P. Meiers  
Your File No. 3-11.6

SUBJECT

Discharge of Encroachment Agreement  
33 Clinton Street, Hamilton Foundry Site

RECOMMENDATION

1. That the City Solicitor be authorized and directed to discharge the encroachment agreement for 33 Clinton Street, Instrument No. 147605C.D.; date of registration January 4, 1986.
2. That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The City is the present owner of the former Hamilton Foundry site. The site is to be developed as a park. There is an encroachment agreement registered for the property.

This agreement was entered into by the City of Hamilton and the former owner in 1980. The agreement permitted the encroachment of a building and covered storage area at 33 Clinton Street on a portion of the road allowance.

The building and storage shed have been demolished. It is therefore appropriate to discharge the existing agreement.

RPM:lj

cc: P. Shen, Office of the City Solicitor  
cc: R. Hayes, City Treasury





F O R   A C T I O N

FROM Department of Engineering

DATE January 13, 1988

TO Transport & Environment Committee

Refer To File No. 820-20

Attention Of K. A. Brenner

Your File No. \_\_\_\_\_

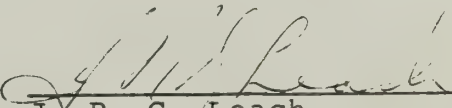
SUBJECT

Twenty Mile Creek Open Channel Land Purchase

RECOMMENDATION

- (1) That the Director of Properties be authorized to negotiate the purchase of the portion of 117 Alderson and 82 Christopher Drive which lies in the flood plane of Twenty Mile Creek.
- (2) That the method of financing the estimated cost of \$10,000.00 be referred to the Executive Committee.

Note: The land, which represents the corner of two large lots, is required for the open channel of Twenty Mile Creek. This channel is the storm water outlet for development approved by the City in the vicinity of Rymal Road and Garth.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

Cont'd...

-Page 2-  
January 13, 1988

Twenty Mile Creek Open Channel Land Purchase

Cont'd...

BACKGROUND

The City has approved a number of development plans in the Rymal Road and Garth Street area which will discharge storm water to the Twenty Mile Creek. It is therefore essential that the valley lands be either purchased or flood plane easements over the lands be acquired to protect the City from damage claims. Most of the required land will be obtained as part of development approvals. However two small corners at the rear of 117 Alderson Drive and beside 82 Christopher Drive will likely not be subject to any applications under the Planning Act. We therefore, recommend the City purchase the required lands. This Department and the Property Department estimate the land value plus legal fees, and surveying cost at \$10,000.00. This project has not been specifically included in the budget and therefore the Executive Committee should deal with the financing.

The purchase is to include the area now frequently flooded and the adjacent banks to prevent future encroachment on the channel.

~~KB~~:sw

cc: D. Vyce, Director of Property  
cc: E. Mathews, Att: B. Hotrum  
cc: J. Shotz

I.D. #0043D(60)

F O R     A C T I O N

FROM Department of Engineering DATE January 13, 1988

TO Transport & Environment Committee Refer to File No. S720-12  
S720-20

Attention Of K. A. Brenner

Your File No. \_\_\_\_\_

SUBJECT

## Land Purchase for Future Templemead Drive

### RECOMMENDATION

The City purchased for 1 Dollar from Seebeck Construction Company Limited and Robert Shelley Construction Limited, Parts 1 and 2 on Reference Plan 62R-9265 for highway purposes and the City Solicitor be directed to accept and register the deed for the said lands.

Note: These lands are being conveyed to the City for future streets in the Templemead No. 1 Survey in accordance with the City draft plan approval. The lands are located near Upper Gage Avenue and Rymal Road.

*J. R. G. Leach*  
J. R. G. Leach  
Commissioner of Engineering

## BACKGROUND

City Council has approved Templemead No. 1 Survey located near Upper Gage Avenue and Rymal Road. In order to develop part of the approx. 100 lots, two (2) parcels are required from the adjoining property. The owner of this property has agreed to transfer these lands to the City of Hamilton for future City streets. Staff is recommending that these be accepted because it is the most expeditious way of handling. The required surveying has been undertaken by the developers at their cost. The transfer is for one dollar.

KB: mm

c.c. R. Rouff, City Solicitor





I.D. #0043D(63)

F O R   A C T I O N

FROM Department of Engineering      DATE January 13, 1988

TO Transport & Environment Committee Refer to File No. S610-03  
S707-48

Attention Of H. M. Smith

Your File No.

SUBJECT

### Incorporating Certain Lands into Greenshire Drive.

## RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 1, Plan 62R-8911 into Greenshire Drive.

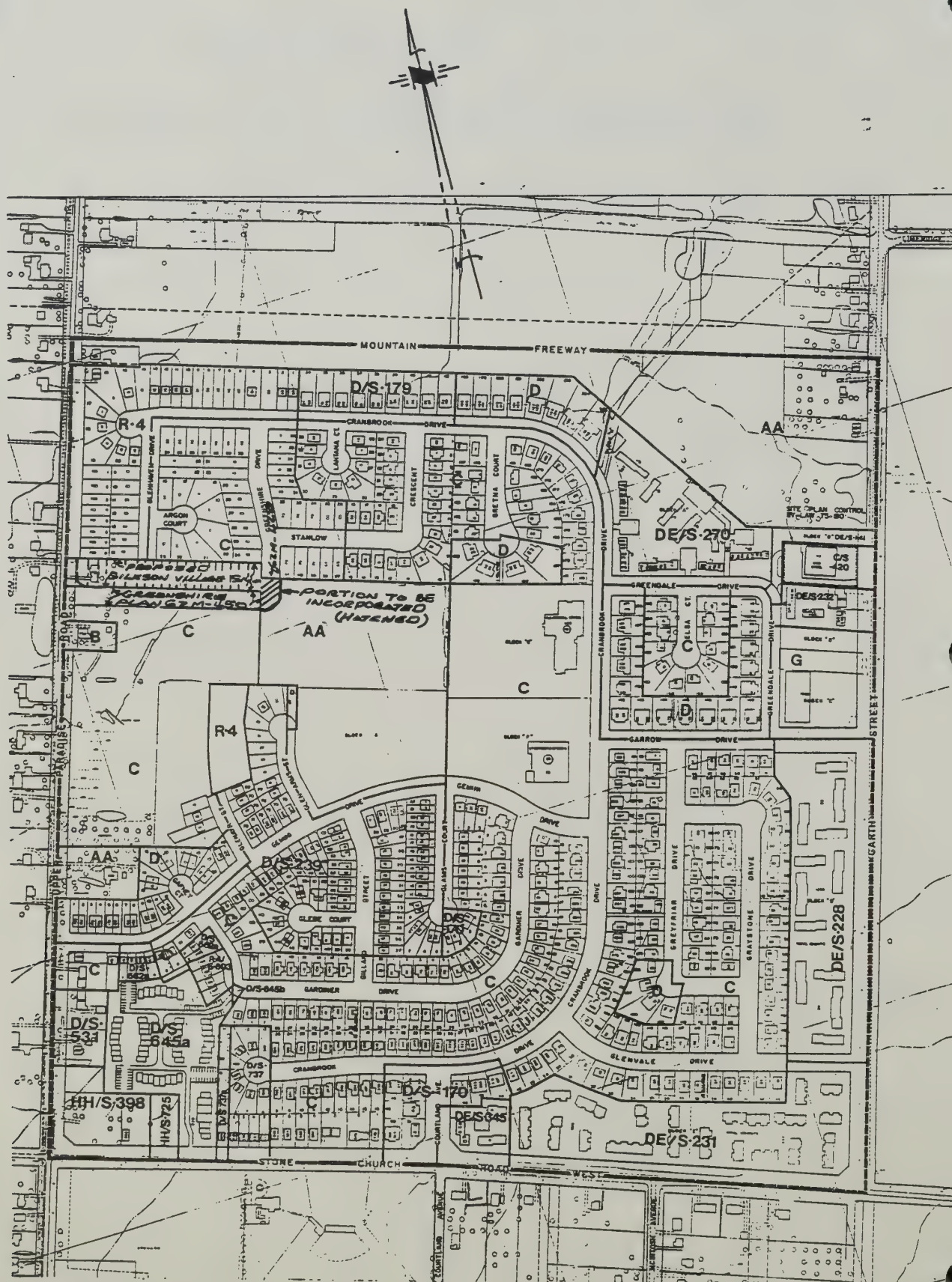
*J. R. G. Leach*  
J. R. G. Leach

Commissioner of Engineerin

## BACKGROUND

The City of Hamilton is the owner of Part 1, Plan 62R-8911 and it is necessary that this Part be incorporated into Greenshire Drive in order to connect and provide access from Greenshire Drive, Plan 62M-429 (to the north) and Greenshire Drive, Plan 62M-450 (to the west).

HMS: mm





F O R   A C T I O N

14

FROM Department of Engineering      DATE January 13, 1988  
TO Transport & Environment Committee      Refer to File No. S780-43  
Attention Of K. A. Brenner  
Your File No. \_\_\_\_\_

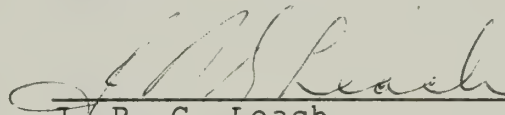
SUBJECT

Removal of Several Trees Within Upper Horning  
Road Road Allowance, Opposite Hillside Terrace  
(Phase 4) Hamilton

RECOMMENDATION

That staff be authorized to instruct the subdivider of Hillside Terrace (Phase 4) to remove at his expense the ten trees in front of proposed lots, and 36 - 47 in Hillside Terrace (Phase 4).

Note: City Council at its meeting on November 25, 1986 approved a draft plan of subdivision, where there are several large trees on the Horning Mountain road allowance. The ground surface near these trees is considerably higher than the road, making the proposed access driveways into the subdivision impossible.



J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

At its meeting on November 25, 1986, an application by Gurnett Investments Limited, to establish a draft plan of subdivision in the area west of Upper Horning Road south of Nellida Crescent, as shown on a plan prepared by A. J. Clarke and Associates, was approved by Council.

Lot 1 and Lots 36 to 47 of the subdivision will front on Upper Horning Road. However, there are, presently 10 large trees on this portion of Upper Horning Road, the location and elevations of which are inconsistent with the existing City roadway and the proposed driveways to the houses to be erected on those lots.

It will, therefore, be necessary to remove these trees to construct the approved single family houses.

FAR:mm

c.c. R. Nutley, Public Works



F O R   A C T I O N

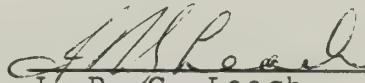
FROM Department of Engineering      DATE January 14, 1988  
TO Transport & Environment Committee      Refer to File No. S714-10  
Attention Of K. Lau  
Your File No. \_\_\_\_\_

SUBJECT

Release of City's Right-of-Way in Novoco Gardens,  
Plan 62M-500 at Gurnett and at Greencedar Drives.

RECOMMENDATION

That the City Solicitor be authorized and directed to take all necessary steps to discharge a right-of-way agreement, granted to the City in 1959, now affecting lands in Lots 68 & 99, Block 102 and Greenguild Avenue, Plan 62M-500, shown as Part 2 on Plan 62R-2884.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

The City of Hamilton is the owner of a right-of-way granted to the City by W. Isbister & Son Limited in 1959 as Instrument 93518 H.L., with conditions. One of the conditions is to terminate the right-of-way "as soon as any street or highway has been established" and provides a direct access to and from the City lands. Now the City lands front on Guildwood Drive as incorporated by By-Law 87-96. Therefore, the subject right-of-way is no longer required.

KML  
KML:mm





16

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# PROGRAM

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## 16TH APCA GOVERNMENT AFFAIRS SEMINAR

**Theme: Environmental Issues —  
Persistent Problems and Emerging Challenges**

**Including:**

Post '87 Ozone/CO Attainment  
Air Toxics  
Municipal Waste Disposal  
Protecting the Ozone Layer  
Acidic Deposition

**March 15-16, 1988  
Loews L'enfant Plaza Hotel  
Washington, DC**

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## GENERAL INFORMATION

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### CONFERENCE OVERVIEW

The APCA Government Affairs Seminar has been held in Washington, DC annually since 1973 and is internationally recognized as a primary forum for all views on United States environmental legislation. Each panel focuses on a specific topic and is comprised of two phases — speaker presentations and audience question/answer periods. Participants represent all sectors of air and waste management, including industry personnel, regulatory agency officials, members of Congress and their staffs, public interest groups, scientific and research concerns, and academic and consultant organizations.

### SEMINAR REGISTRATION

Registrants for the full seminar save \$40 by registering in advance (must be received by APCA by March 11, 1988) using the registration form or a copy of the form.

Full registration includes: admission to all sessions; coffee and rolls both mornings; Tuesday luncheon; and a reception at the Rayburn House Office Building following the sessions on Tuesday.

Fees are:	ADVANCE by March 11	ON-SITE
Member Registration	\$225.00	\$265.00
Nonmember Registration	285.00	325.00
Member Daily Registration (WEDNESDAY ONLY)	120.00	140.00
Nonmember Daily Registration (WEDNESDAY ONLY)	140.00	160.00

### REFUND POLICY

To receive a full refund for the seminar, a written request must be received no later than March 14. After that date no refunds will be granted for any reason. However, alternate attendees may be substituted by notifying APCA Headquarters.

### AAEE AWARDS BANQUET

APCA Government Affairs Seminar attendees are invited to attend the Awards Banquet of the American Academy of Environmental Engineers at the National Democratic Club. To attend this banquet, please check the appropriate box on the registration form.

### HOTEL INFORMATION

The Loews L'enfant Plaza Hotel is one of Washington's newest hotels. A block of rooms has been reserved for attendees at a special rate of \$115. Reservations should be made directly with the hotel by calling (202) 484-1000. REGISTRANTS MUST MAKE THEIR ROOM RESERVATIONS BY FEBRUARY 23, 1988, TO INSURE AVAILABILITY. PLEASE BE SURE TO MENTION THE APCA SEMINAR TO RECEIVE THE REDUCED RATE.

### AIRLINE ARRANGEMENTS

APCA has contracted with Rosenbluth Travel Agency to handle travel arrangements. Discounted air fares are available by contacting Rosenbluth at 1-800-523-9512, or within Pennsylvania at 215-567-1161. Identify yourself as an APCA Government Affairs Seminar attendee and the agent will assist in arranging the most economical flights available.

FOR FURTHER INFORMATION ABOUT THE SEMINAR, PLEASE CALL  
JANE HERBOLICH AT 412/232-3444



# ENVIRONMENTAL ISSUES: PERSISTENT PROBLEMS AND EMERGING CHALLENGES

**TUESDAY, MARCH 15, 1988**

**8:00 a.m. Registration**

**9:00 a.m. Introductory Remarks**

**Jeffrey C. Muffat**, General Conference Chairman  
(Senior Environmental Engineer, 3M Company, St. Paul, MN)

**Milton Feldstein**, APCA President  
(Air Pollution Control Officer, Bay Area Air Quality Management District, San Francisco, CA)

**9:15 a.m. KEYNOTE ADDRESS**

**Representative Norman F. Lent** (R/NY), House Committee on Energy and Commerce

**10:00 a.m. — Break**

**10:15 a.m. PANEL I: POST '87 OZONE/CO ATTAINMENT**

One out of every three Americans lives in an area that does not meet fundamental air quality standards. With recent information indicating the possibility of severe health threats from ozone exposure, Congress is confronted by the dilemma of meeting the current standards, whether they are attainable or not.

**MODERATOR: Gerald A. Emison**, Director, U.S. EPA Office of Air Quality Planning and Standards, Research Triangle Park, NC

**Richard Ayres**, Senior Staff Attorney, Natural Resources Defense Council, Washington, DC

**George Carpenter**, Manager of Corporate Environmental Affairs, Procter and Gamble Company, Cincinnati, OH

**John Paul**, President, Association of Local Air Pollution Control Officials (ALAPCO), Dayton, OH

**David Finnegan**, Professional Staff, House Committee on Energy and Commerce

**Phil Cummings**, Majority Counsel, Senate Committee on Environment and Public Works

**12:00 NOON — LUNCHEON**

**SPEAKER: Craig Potter**, U.S. EPA Assistant Administrator for Air and Radiation.

**1:30 p.m. PANEL II: AIR TOXICS**

This panel will discuss the direction of Federal and state air toxics legislative initiatives, approaches to implementation, and impact at the local level and on the economy.

**MODERATOR: Leslie Sue Ritts**, Attorney, Morgan, Lewis and Bockius, Washington, DC

**SARA TITLE III:**

**J. Winston Porter**, U.S. EPA Assistant Administrator for Solid Waste and Emergency Response, Washington, DC

**James Solyst**, Senior Policy Analyst, Natural Resources Policy Studies, National Governors Association, Washington, DC

**CLEAN AIR ACT, SECTION 112:**

**Jimmie Powell**, Professional Staff, Senate Committee on Environment and Public Works

**Theresa Gorman**, Professional Staff, House Committee on Energy and Commerce

**3:00 p.m. — Break**

**3:15 p.m. PANEL III: MUNICIPAL WASTE DISPOSAL**

Overflowing landfills, siting problems, liability issues, and the Islip garbage barge all exemplify an impending crisis situation for municipalities nationwide. Panelists will discuss possible solutions.

**MODERATOR: Peter Vardy**, Vice President, Waste Management Inc., Oak Brook, IL

**Sheila Prindiville**, Director of Solid Wastes Disposal, National Solid Waste Management Association, Washington, DC

**Donald A. Deiso**, Assistant Commissioner for Environmental Management and Control, New Jersey Department of Environmental Protection, Trenton, NJ

**James Lents**, Executive Officer, South Coast Air Quality Management District, El Monte, CA

**Ellen Silbergeld**, Senior Toxicologist, Environmental Defense Fund, Washington, DC

**6:00-7:30 p.m. — RECEPTION**

Room 2322, Rayburn House Office Building

**WEDNESDAY, MARCH 16, 1988**

**8:00 a.m. Registration**

**8:45 a.m. KEYNOTE ADDRESS**

**Senator Dave Durenberger** (R/MN), Senate Committee on Environment and Public Works

**9:30 a.m. PANEL IV: PROTECTING THE OZONE LAYER**

Panelists will discuss issues raised by the recently signed international accord to limit production, use and emissions of chlorofluorocarbons (CFCs), including EPA's newly proposed regulation on domestic CFCs.

**MODERATOR: Richard Benedick**, U.S. Department of State, Washington, DC

**Steven Seidel**, Senior Policy Analyst, U.S. EPA Office of Air and Radiation, Washington, DC

**Alan S. Miller**, Associate Professor, Delaware Law School, Arlington, VA

**Joseph M. Steed**, Environmental Manager, Freon Products Division, E.I. du Pont de Nemours & Co., Inc., Wilmington, DE

**Kevin J. Fay**, Executive Director, Alliance for Responsible CFC Policy, Rosslyn, VA

**11:00 a.m. Break**

**11:15 a.m. PANEL V: ACIDIC DEPOSITION**

Industrial groups claim acid rain legislation will cause the loss of a million jobs and increase the Federal deficit by \$250 billion by the year 2000. Environmental groups want immediate and stringent controls. Panelists will discuss these issues from their vantage points.

**MODERATOR: Richard Liroff**, Senior Associate, The Conservation Foundation, Washington, DC

**Alex Manson**, Director of Acid Rain Program, Environment Canada, Ottawa, CANADA

**Gerald Dodson**, Counsel, House Subcommittee on Health & the Environment

**Charles Knauss**, Minority Counsel, House Committee on Energy and Commerce

**Jacqueline Schafer**, Acting Director, National Acid Precipitation Assessment Program, Washington, DC

**Larry Parker**, Environmental & Natural Resources Policy Division, Congressional Research Service, Washington, DC



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## Steering Committee

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### *General Conference Chairman*

Jeffry C. Muffat  
3M Company  
St. Paul, MN

### *Program Chairmen*

Ronald Sykes  
General Motors Corp.  
Washington, DC

Richard Liroff  
The Conservation Foundation  
Washington, DC

### *APCA U.S. Government Affairs Committee Chairman*

S. William Becker  
State and Territorial Air Pollution Program Administrators/  
Association of Local Air Pollution Control Officials  
(STAPPA/ALAPCO), Washington, DC

### *Committee Members*

Elizabeth T. Barfield  
BEST Consultants  
Seabrook, MD

George D. Carpenter  
Procter and Gamble Company  
Cincinnati, OH

Glenn Hanson  
U.S. EPA, Region III  
Philadelphia, PA

Jane Herbolich  
APCA  
Pittsburgh, PA

Woody Kawaters  
TRC Environmental Consultants, Inc.  
East Hartford, CT

James M. Kawecki  
TRC Environmental Consultants, Inc.  
Washington, DC

Jerry Pell  
U.S. Department of Energy  
Washington, DC

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## 16TH APCA GOVERNMENT AFFAIRS SEMINAR ADVANCE REGISTRATION FORM

(ADVANCE REGISTRATION DEADLINE IS MARCH 11, 1988)

Name \_\_\_\_\_ Title \_\_\_\_\_

Company \_\_\_\_\_

Address \_\_\_\_\_

Telephone Number (\_\_\_\_\_) \_\_\_\_\_ APCA Member: Yes \_\_\_\_\_ No \_\_\_\_\_

### **Please check appropriate box:**

- ☐ Full Member registration .....\$225.00
- ☐ Full Nonmember registration\* .....285.00
- ☐ Daily Member registration (WED ONLY).....120.00
- ☐ Daily Nonmember registration (WED ONLY)...140.00
- ☐ AAEE Awards Banquet.....35.00

**\*Nonmember registrants should check this box ☐ to become an APCA member until April 30, 1989 at no additional cost.**

**Make check payable to APCA and mail to APCA, P.O. Box 2861, Pittsburgh, PA 15230**

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CITY COUNCIL  
HAMILTON, CANADA

Alderman Terry Cooke

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 521-1087 — WARD 1

January 21, 1988

Mr. Bob Prowse, Secretary  
Transport and Environment Committee

RE: Request for Sidewalks - Whitney Avenue between Emerson and Broadway

Dear Bob:

Could you please have the above-noted as an added item on the agenda for the next Transport and Environment Committee meeting.

Should you have any questions, please do not hesitate to call.

Sincerely,

Terry Cooke  
Alderman, Ward 1

/cb





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

OCT 15 1987

1987 October 14

Mr. J. R. G. Leach  
Commissioner of Engineering

Attention: Mr. R. Meiers

Re: Whitney Avenue between Emerson and Broadway

Dear Sir:

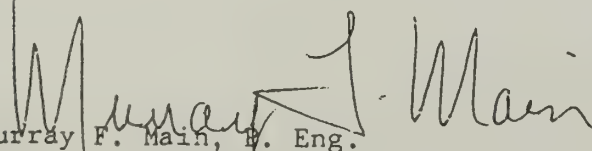
You recently provided us with a copy of a letter from Alderman Terry Cooke respecting the lack of sidewalks on the subject section on Whitney Avenue. You asked us to conduct the necessary traffic studies on this section of street.

A traffic count on 1987 October 06 indicated that approximately 160 vehicles used Whitney between Emerson and Broadway during a 7-hour period from 7:00 to 10:00 a.m. and 2:00 to 6:00 p.m. Also, 75 pedestrians were observed on this section of street during the same time period. The observer indicated that there were "no problems or unusual occurrences to report". However, the observer also noted that almost all of the pedestrians walked in the roadway rather than on the gravelled shoulders.

Traffic Department records indicate that the street has been operating safely since there have been no reported accidents on this section of Whitney in at least the last ten years. However, it is our view that there should be a sidewalk on at least one side of all streets with the possible exception of cul-de-sacs.

We trust this information will be of assistance.

Yours truly,

  
Murray F. Main, B. Eng.

Director of Traffic Services

MH/jd



CITY COUNCIL  
HAMILTON CANADA

1987 September 14

FILE NO.		87-4924
SEP 16		1987
ING. SEC.		READ BY
TRANS. SEC.	/	ANS. BY
REG. SURV.		FILED BY
LAB		
SEC.		

Mr. Reg Meiers  
Transportation Department

RE: Whitney Avenue Between Emerson and Broadway

Dear Reg:

Further to our conversation about the lack of sidewalks on this street, would you please conduct a traffic study as soon as possible to assess the volume of traffic using it.

Also, please have it added as an agenda item on the next meeting of the Transport and Environment Committee, so that I might appear with a constituent of mine and speak of the matter.

Thank you for your prompt attention to this matter, I look forward to your reply.

Sincerely,

Terry Cooke  
Alderman, Ward 1

TC:cb

cc: John Shaw  
208 Broadway Avenue  
Hamilton, Ontario  
L8S 2W6





FOR ACTION

RECEIVED

18(a)

JAN 14 1988

FROM K. A. Rouff, City Solicitor  
Chairman and Members  
TO Parks and Recreation Committee  
Attn: Mr. R. C. Prowse, Secretary

DATE 1988 January 14  
Refer to CITY CLERKS 40-20.1

Attention Of L. Lawrence

Your File No. \_\_\_\_\_

SUBJECT

By-law To Amend Cemeteries By-law No. 8861 Respecting Revised Tariff of Charges.

RECOMMENDATION

That City Council enact the attached by-law in accordance with Item 2 of the 1st Report of the Parks and Recreation Committee, adopted by Council on January 11, 1988 to provide for the increase in the Tariff of Charges.

BACKGROUND

c.c. Mr. C. Orzel,  
Director of Cemeteries



FOR ACTION

18(b)

FROM K. A. Rouff, City Solicitor DATE 1988 January 13  
TO Transport and Environment Committee Refer To File No. 65-1.603  
Attention: Mr. R. Prowse, Secretary Attention Of Lian Lawrence  
Your File No. \_\_\_\_\_

SUBJECT

By-law to Widen Chert Avenue by Incorporating Therein Part 4, Plan 62R-8695

RECOMMENDATION

That City Council enact the attached by-law on February 9, 1988 in accordance with the authorization contained in the 1st Report of the Transport and Environment Committee, Item 15, adopted by City Council on January 12, 1988.

BACKGROUND

City Council on January 12, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

18(c)

FROM K. A. Rouff, City Solicitor DATE 1988 January 13  
TO Transport and Environment Committee Refer To File No. 65-1.602  
Attention: Mr. R. Prowse, Secretary Attention Of Lian Lawrence  
Your File No. \_\_\_\_\_

SUBJECT

By-law to Extend Parkwood Crescent by Incorporating Therein Block 16,  
Plan 62M-479

RECOMMENDATION

That City Council enact the attached by-law on February 9, 1988 in  
accordance with the authorization contained in the 15th Report of the  
Transport and Environment Committee, Item 11, adopted by City Council  
on October 27, 1987.

BACKGROUND

City Council on October 27, 1987, directed the City Solicitor to  
prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





# MEMORANDUM • CITY OF HAMILTON

TO : Transport and Environment Committee      YOUR FILE:

FROM : R. C. Prowse, Secretary  
: Transport and Environment Committee      OUR FILE : 3-9.4

SUBJECT : Intersection of Rosedale and  
: Dumbarton Avenues      DATE : 1988 January 29  
- Intersection Control

The attached item was prepared subsequently to the completion of the Transport and Environment Committee agenda.

It will be appreciated if you would review the material so that it might be considered as an added item at the Monday, February 1, 1988 meeting of the Transport and Environment Committee.

 ORCP:lp  
Attach.



JAN 28 1988



# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1988 January 25

Alderman D. Agostino  
c/o Aldermen's Offices  
City Hall

**RE: Intersection of Rosedale and Dumbarton Avenues  
- Intersection Control**

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Dear Sir:

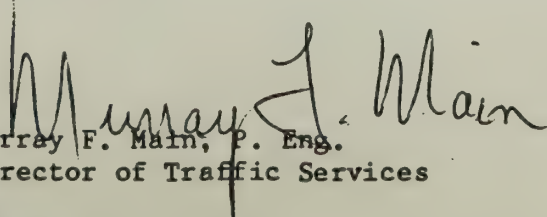
We refer to your letters dated 1987 December 15 to Mr. C. Matysick and Mr. R. Seccor, copies of which were forwarded to the Traffic Department, asking for an investigation into the possibility of implementing four-way stop control at the intersection of Rosedale and Dumbarton. We regret that our heavy workload has delay our reply. However, we have completed our review of this matter, and wish to comment as follows:

The subject intersection is a four leg intersection, and presently, eastbound and westbound traffic on Dumbarton is required to stop for northbound and southbound traffic on Rosedale. Traffic Department records indicate that this intersection is operating safely under the present control, since there have been no reported accidents at this location in at least the past seven years.

The Traffic Department utilizes certain criteria to determine when all direction stop control should be used at an intersection. The criteria were found to be necessary because of the large number of requests for this type of device, and are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. A review of conditions at the intersection of Rosedale and Dumbarton has revealed that none of the criteria are met at this time. Therefore, the Traffic Department does not support the request for four-way stop control at this intersection. If your constituents have any specific concerns related to the operation of this intersection, please advise, and we will review the matter further.

Notwithstanding the above, our investigations reveal that it would be advantageous to the stop control pattern on both Rosedale and on Dumbarton to switch the direction of stop control from eastbound and westbound on Dumbarton to northbound and southbound on Rosedale. If you concur with this recommendation, please advise, and we will prepare a report respecting this matter for the next meeting of the Transport and Environment Committee.

Yours truly,

  
Murray F. Main, P. Eng.  
Director of Traffic Services

MH:sb





FOR ACTION

18(a)

FROM K. A. Rouff, City Solicitor DATE 1988 January 13  
TO Transport and Environment Committee Refer To File No. 65-1.601  
Attention: Mr. R. Prowse, Secretary  
Attention Of Lian Lawrence  
Your File No. \_\_\_\_\_

SUBJECT

By-law to Extend Carriagegate Drive by Incorporating Therein  
Block 17, Plan 62M-479

RECOMMENDATION

That City Council enact the attached by-law on February 9, 1988 in  
accordance with the authorization contained in the 17th Report of the  
Transport and Environment Committee, Item 8, adopted by City Council  
on November 24, 1987.

\_\_\_\_\_

BACKGROUND

City Council on November 24, 1987, directed the City Solicitor to  
prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

18(e)

FROM K. A. Rouff, City Solicitor DATE 1988 January 13  
TO Transport and Environment Committee Refer To File No. 65-1.604  
Attention: Mr. R. Prowse, Secretary Attention Of Lian Lawrence  
Your File No. \_\_\_\_\_

SUBJECT

By-law to Widen National Drive by Incorporating Therein Parts 1, 2, 3  
and 6, Plan 62R-8695

RECOMMENDATION

That City Council enact the attached by-law on February 9, 1988 in  
accordance with the authorization contained in the 1st Report of the  
Transport and Environment Committee, Item 15, adopted by City Council  
on January 12, 1988.

BACKGROUND

City Council on January 12, 1988, directed the City Solicitor to  
prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





THE CORPORATION OF THE  
City Hall, 71 Main Street West, Hamilton, Or

Urban Municipal  
Collections  
Public Library

1988 February 9

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1988

URBAN MUNICIPAL

FEB 15 1988

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, February 15, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

R. C. Prowse,  
Secretary  
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the Monday, February, 1, 1988 meeting of the Transport and Environment Committee.

MANAGER OF PURCHASING

2. Purchase of Asphalt, Public Works Department, 1988.

CITY TREASURER

3. Release of Holdback.





#### CITY SOLICITOR

4. (a) Garbage Collection Agreement - 644 Upper Paradise Road, Amadan Investments Limited.
- (b) Garbage Collection Agreement - 1983-1989 Main Street West Highland Mews Inc.

#### DIRECTOR OF PROPERTY

5. Sale of Alleyway between 57 and 59 Stathcona Avenue South to the north-south alleyway.
6. Sale of Road Allowance - Old Nash Road.

#### DIRECTOR OF TRAFFIC SERVICES

##### 7. School Traffic Officers

- (a) Withdrawn
- (b) Intersection of Inverness Avenue and Elcho Street
- (c) Intersections of Fennell Avenue and Clarendon Avenue/East 5th Street and Bruce Dale and East 5th.
- (d) Intersection of Nash Road and Dover Drive
- (e) Intersections of King Street West and Pearl Street, and Main Street West and Pearl Street - Removal of School Traffic Officers.

##### 8. Parking Regulations

- (a) West Side of Hillyard Street between Burlington Street East and the C.N.R. Railway Tracks - Parking Regulations
- (b) North Side of Morningside Drive, east of Princeton Drive
- (c) Rexford Drive between Loconder Drive and Rosewell Street
- (d) East side of Hess Street North between Cannon Street West and Mill Street
- (e) East 32nd Street between Concession Street and Crockett Street.

##### 9. Time Limit Parking

- (a) Apartment building at No. 57 West Avenue North
- (b) Apartment building at No. 93 Bold Street.



## COMMISSIONER OF ENGINEERING

### 10. Banner Displays

- (a) November 21, 1988 to November 28, 1988  
"Festival of Friends Craft Show Hamilton  
Convention Centre November 23-27/88"
- (b) January 23, 1989 to January 30, 1989  
"Opera Hamilton - Popera III February 2 & 4"
- (c) May 23, 1988 to May 30, 1988  
"A Special Event for St. Jo's"
- (d) November 7, 1988 to November 14, 1988  
"Mum Show - Gage Park Greenhouse - Admission Free".

### 11. Inadvertent Encroachment Agreements

- (a) 154 Cannon Street West, Hamilton
- (b) 132 Wood Street East, Hamilton
- (c) 294 Hunter Street West, Hamilton.

12. Incorporating Certain Lands into Greenshire Drive and Glenhaven Drive.

13. Site Plan Control - East Mountain Industrial Area.

14. Refund of Lot Levies for David Ben Survey.

15. Request for Alley Closure - Portion of the North-South Alley between East 27th Street and East 28th Street from Fennell Avenue to Approximately 39.5m Northerly.

16. Subdivision Cost Sharing Policy.

17. Request for Additional Funds. Proposed Construction of a Concrete Alley in the Block Bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.

### 18. Subdivision Agreements

- (a) Additional Cost Sharing - "Rymal Road - Upper Gage Avenue",  
Modified Subdivision Agreement, Sandrina Place, Hamilton
- (b) Plan of Subdivision for David Ben Survey Addition Approval of  
Engineering Schedules
- (c) Plan of Subdivision for "Greenhill Gardens - Phase 3" Hamilton.
- (d) Plan of Subdivision for "Abbey Hill Farm - Kennedy Court",  
Hamilton





- (e) Plan of Subdivision for "DiCenzo Gardens - Phase 2", Hamilton.
- 19. (a) By-laws to Prohibit the Sounding of Railway Engine Whistles at Level Crossings in the City of Hamilton.
- (b) Derailment in Aberdeen Yard (C.P. Rail) on February 1, 1988.

#### BILLS

- 20. (a) By-law to reconstruct portions of Beland Avenue, Brant Street, Craigroyston Road, East 26th Street, Glen Road, Haymarket Street, Hughson Street, Isabel Avenue and Kenora Avenue, as Set out in Schedule "A" Hereto - 1988 Reconstruction/Resurfacing Programme.
- (b) By-law to Extend Brigade Drive by Incorporating Therein Block 147, Plan 62M-502.
- (c) By-law to Extend Dublin Drive by Incorporating Therein Block 148, Plan 62M-502.
- (d) By-law to Extend Josephine Drive by Incorporating Therein Block 149, Plan 62M-502.
- (e) By-law to Extend Delancey Boulevard by Incorporating Therein Block 150, Plan 62M-502.
- (f) By-law to Widen Hussar Avenue by Incorporating Therein Block 151, Plan 62M-502.
- (g) By-law to Widen Balharbour Drive by Incorporating Therein Parts 1 and 6, Plan 62R-8979.
- (h) By-law to Extend Beddoe Drive by Incorporating Therein Part 1, Plan 62R-93465.

#### DELEGATIONS - 3 O'CLOCK P.M.

- 21. Request for a 4-Way Stop Control at Intersection of Connaught and Dunsmure.



OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
2. Hamilton Perimeter Road Report	Nov. 10/87	Mr. Leach	Report Pending
3. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Leach	Awaiting response from applicant
4. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
5. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
6. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
7. Increasing amount of road re-construction	Jan 4/88	Mr. Leach	Report Pending
8. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
10. Local Improvement Charges for Alleys	Jan 18/88	Mr. Leach	Report Pending
11. Cablevision Pedestal in front yards		Mr. Leach	Report Pending





Monday, February 1, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

1

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman G. Copps, Vice Chairman  
Mayor R. Morrow  
Alderman V. Agro  
Alderman P. Valeriano  
Alderman D. Agostino  
Alderman P. Cowell  
Alderman T. Murray

Regrets: Alderman M. Kiss

Also Present: Mr. L. Sage, Chief Administrative Officer  
Mr. J. Pavelka, Director of Public Works  
Mr. B. Court, Public Works Department  
Mrs. B. Spademan, Public Works Department  
Mr. M. Main, Director of Traffic Services  
Mr. G. Aston, Engineering Department  
Mr. M. Watson, Property Department  
Mr. G. Lake, Pollution Control  
Mr. F. Westaway, Noise Control Officer  
Mrs. B. Price, Hamilton Safety Council Liaison  
Mrs. S. Wilson, Hamilton Board of Education  
Sgt. D. Erwin, Hamilton Wentworth Regional Police

The minutes of the Monday, January 18, 1988 meeting of the Transport and Environment Committee were adopted as circulated.

The Committee approved the following recommendation of the Director of Public Works respecting snow clearing at Bus Stops:

Snow Clearing at  
Bus Stops

- (a) That the annual snow clearing at bus stops on local roads be cost-shared between the City of Hamilton and the Hamilton Street Railway, on a 25%/75% basis, respectively.
- (b) That this cost-sharing formula also apply to 1987.
- (c) That this cost-sharing formula, which is based on the number of bus stops on local roads and the number of bus stops on sidewalks versus the bus stops on landing pads and/or hard surfaced boulevards, be reviewed annually.
- (d) That the Transportation Services Committee be advised of this proposed cost sharing
- (e) That the Public Works Department review the consequences of incorporating the clearing of bus stops adjacent to City-owned properties as part of the City's operation in clearing sidewalks adjacent to City-owned properties.

The Committee approved the following recommendation of the Director of Property respecting the installation of a Sound Baffle at Rosedale Arena:

Installation of a  
Sound Baffle at  
Rosedale Arena

That Item 21 of the Fifth Report of the Transport and Environment Committee, adopted by City Council on March 10, 1987 be rescinded and that no action be taken to install a sound baffle surrounding a refrigeration condenser unit on the roof of Rosedale Arena.

75 Wentworth Street  
North

The Committee approved the following recommendation of the Director of Property respecting the Sale of a Closed Alleyway to the Municipal Non-Profit (Hamilton) Housing Corporation at the Rear of 75 Wentworth Street North:

- (a) That an offer to Purchase duly executed on January 25, 1988 by the Purchaser, the Municipal Non-Profit (Hamilton) Housing Corporation and scheduled for closing ten days after the passing of the enactment of a By-law to sell the closed alleyway known as Part 4, 62R-9030 be approved and completed.
- (b) That the City Solicitor be directed to prepare a By-law for the sale of the closed North-South alley between Wentworth Street North and Ashley Street, from the first alley south of Cannon Street to the second alley south of Cannon Street - Part 4, Reference Plan 62R-9030.
- (c) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of City Council's intention to pass the By-law.

Garbage Collection  
Agreement -  
South-East corner  
of Gage and Stone  
Church Road East

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at the South-East corner of Upper Gage and Stone Church Road East:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and A. DeSantis Developments Ltd., for the collection of garbage at the south-east corner of Stone Church Road East and Upper Gage, Hamilton.

NOTE: This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

14 Dundonald Avenue

The Committee approved the following recommendation of the Director of Traffic Services respecting the Discharge of Residential Boulevard Parking Agreement at 14 Dundonald Avenue:

- (a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 323550 C.D. to the property at No. 14 Dundonald Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the City Treasurer be directed to revise the billing records accordingly.

425 Melvin Avenue

The Committee approved the following recommendation for an application for Boulevard Parking at 425 Melvin Avenue:

- (a) That the City Treasurer be directed to reimburse the owner of Angie's Tile Limited, 425 Melvin Avenue, the amount of \$85; and
- (b) That no further action be taken regarding this matter.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a reserved Permit Parking Space for a handicapped resident at 196 Province Street North:

196 Province Street North

- (a) That a permit parking regulation be implemented on the east side of Province Street North, commencing at a point 90 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Jack Abbott, 196 Province Street North; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations at Avondale between Barton Street East and Mons Avenue:

Avondale between Barton Street East and Mons Avenue

- (a) That a full-time parking prohibition be implemented on the east side of Avondale Avenue between Barton Street East and Mons Avenue, in place of the existing "Alternate Side Parking" regulation; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations in front of Proctor Place Apartments, 12 Proctor Boulevard:

12 Proctor Blvd.

- (a) That a parking prohibition be implemented on the west side of Proctor Boulevard commencing at a point 141 feet south of King Street East and extending to a point 43 feet southerly therefrom; and
- (b) That the City Traffic By-law be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a Wheelchair Loading Zone on the East side of Proctor Boulevard north of Main Street East:

Wheelchair Loading Zone - East side of Proctor Blvd. north of Main Street East

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m." regulation be implemented on the east side of Proctor Boulevard commencing at a point 212 feet north of Main Street and extending to a point 24 feet northerly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting intersection control at the intersection of Rosedale Avenue and Dumbarton Avenue:

Intersection Control - Rosedale Avenue and Dumbarton Avenue

- (a) That northbound and southbound traffic on Rosedale Avenue be required to stop for eastbound and westbound traffic on Dumbarton Avenue; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following applications for Banner Displays across Main Street:

Banner Displays

- (a) Extend-a-Family organization, September 26, 1988 to October 3, 1988.

"Share a special friendship"



Banner Displays

- (b) The Rotary Club of Hamilton, March 21, 1988 to March 28, 1988.

"Back a fighter. With Easter Seals"

- (c) VIII Lithuanian Dance Festival of the Free World, June 27, 1988, to July 4, 1988.

"VIII Lithuanian Dance Festival of the Free World"  
Sunday, July 3rd Copps Coliseum

- (d) Week of Child, Hamilton-Wentworth Inc., October 3, 1988 to October 10, 1988.

"Week of the Child"

- (e) Hamilton Chiropractic Society, May 2, 1988 to May 9, 1988.

"National Spinal Health Week May 1-7  
Sponsored by the Local Chiropractic Society"

- (f) Council on Road Trauma, May 9, 1988 to May 16, 1988.

"Students Against Impaired Driving Week May 9 - 16"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to these motions dealing with banners across Main Street.

The Committee approved the following applications for an inadvertent encroachment agreements as outlined in reports by the Commissioner of Engineering:

- (a) 286 Sanford Avenue North - date of report January 13, 1988, File No. T103-50-(617)  
(b) 444-446 MacNab Street North, date of report January 8, 1988, File No. T103-50(619)

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Discharge of an Encroachment Agreement at 33 Clinton Street, the old Hamilton Foundary Site:

- (a) That the City Solicitor be authorized and directed to discharge the encroachment agreement for 33 Clinton Street, Instrument No. 147605C.D.; date of registration January 4, 1986.  
(b) That the appropriate civic officials be authorized to execute the documents in relation to this discharge.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Twenty Mile Creek Open Channel Land Purchase:

- (a) That the Director of Properties be authorized to negotiate the purchase of the portion of 117 Alderson and 82 Christopher Drive which lies in the flood plane of Twenty Mile Creek.  
(b) That the method of financing the estimated cost of \$10 000 be referred to the Executive Committee.

Applications for  
Inadvertent  
Encroachment  
Agreements -  
286 Sanford Avenue  
North

44-446 MacNab  
Street North

33 Clinton Street

Twenty Mile Creek  
Open Channel Land  
Purchase



NOTE: The land, which represents the corner of two large lots, is required for the open channel of Twenty Mile Creek. This channel is the storm water outlet for development approved by the City in the vicinity of Rymal Road and Garth.

The following subsection (c) was moved by Alderman Copps seconded by Alderman Valeriano and carried.

- (c) That the Region be requested to approach the Hamilton Region Conservation Authority, on behalf of the City of Hamilton, for the recovery of the funds expended for the acquisition of the portions of these properties.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a Land Purchase for Future Templemead Drive:

- (a) That the City purchase for 1 Dollar from Seebeck Construction Company Limited and Robert Shelley Construction Limited, Parts 1 and 2 on Reference Plan 62R-9265, for highway purposes; and
- (b) That the City Solicitor be directed to accept and register the deed for the said lands.

NOTE: These lands are being conveyed to the City for future streets in the Templemead No. 1 Survey in accordance with the City draft plan approval. The lands are located near Upper Gage Avenue and Rymal Road.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Incorporation of Certain Lands into Greenshire Drive:

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Part 1, Plan 62R-8911 into Greenshire Drive.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the removal of several trees within Upper Horning Road Allowance, Opposite Hillside Terrace (Phase 4) Hamilton:

That staff be authorized to instruct the subdivider of Hillside Terrace (Phase 4) to remove at his expense the ten trees in front of proposed lots, 1 and 36 - 47 in Hillside Terrace (Phase 4) and replace same with balled and burlapped trees approximately 4" in diameter.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the release of City's Right-of-way in Novoco Gardens, at Gurnett and at Greencedar Drives:

That the City Solicitor be authorized and directed to take all necessary steps to discharge a right-of-way agreement, granted to the City in 1959, now affecting lands in Lots 68 & 99, Block 102 and Greenguild Avenue, Plan 62M-500, shown as Part 2 on Plan 62R-2884.

Land Purchase for  
Future Templemead  
Drive

Greenshire Drive

Removal of several  
Trees within Upper  
Horning Road  
Allowance

Right-of-Way in  
Novoco Gardens



FOR ACTION

3

REPORT TO: R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: E. C. Matthews, Treasurer

**DATE:** February 2, 1988

**COMM FILE:**

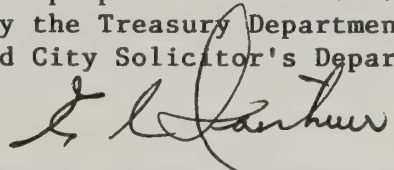
**DEPT FILE:**

SUBJECT:

Release of Holdback

RECOMMENDATION

That the total holdback in the amount of \$10,366.23 be released to Serv-A-Station Maintenance Ltd. for the Substantial Performance of the contract P.O. 25990, for the installation of pumps and tanks for a Computerized Fuel Dispensing System pending receipt by the Treasury Department of the necessary release forms from the contractor and City Solicitor's Department.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

This contract was aproved by Council on February 24, 1987, in the amount of \$103,662.27. This project was completed November 25, 1987 and a balance of \$10,366.23 remains outstanding as holdback.

BACKGROUND

The 45-day lien period has expired and I am recommending release of the holdback at this time.





**FOR ACTION**

4(a)

**REPORT TO:** MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

**FROM:** K. A. ROUFF, CITY SOLICITOR

**DATE:** February 3, 1988

**COMM FILE:**

**DEPT FILE:** 1-44.

**SUBJECT:**

Garbage Collection Agreement - 644 Upper Paradise Road  
Amadan Investments Limited

**RECOMMENDATION**

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and Amadan Investments Limited, for the collection of garbage at 644 Upper Paradise Road.

This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

N/A

**BACKGROUND**

The Applicant has asked the City to collect garbage pursuant to Section 4, Subsection (j) of the Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this Department has received and is satisfied with the documents: an agreement which has been executed by the Applicant and an insurance certificate.

c.c. Mr. J. Pavelka, Director, Public Works



**FOR ACTION**

4(b)

**REPORT TO:** Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

**FROM:** K. A. Rouff, City Solicitor

**DATE:** February 5, 1988

**COMM FILE:**

**DEPT FILE:** 1-44.

**SUBJECT:**

Garbage Collection Agreement - 1983-1989 Main Street West  
Highland Mews Inc.

**RECOMMENDATION**

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and Highland Mews Inc., for the collection of garbage at 1983-1989 Main Street West.

This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

N/A

*KAR*  
\_\_\_\_\_  
11/6

**BACKGROUND**

The Applicant has asked the City to collect garbage pursuant to Section 4, Subsection (j) of the Garbage By-law No. 66-182.

Public Works Department is satisfied with the route of access and this Department has received and is satisfied with the documents: an agreement which has been executed by the Applicant and an insurance certificate.

c.c. Mr. J. Pavelka, Director, Public Works





5

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE February 5, 1988  
COMM FILE:  
DEPT FILE: 30.1.42  
(4509)

SUBJECT:

Sale of Alleyway between 57 and 59 Strathcona Avenue South  
to the north-south alleyway

RECOMMENDATION

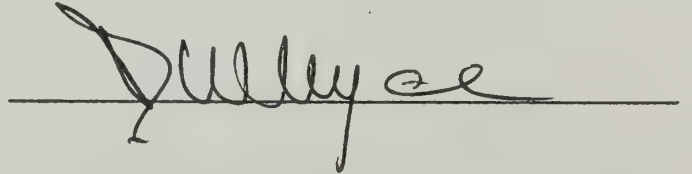
1. That an Offer to Purchase executed by Mr. Donald Zeller on February 2, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 750 square feet (more or less) and is located south of 57 Strathcona Avenue South.

The purchase price of \$750.00, which is subject to adjustments pursuant to Schedule "A", is to be credited to account 0280-02. A certified deposit cheque in the amount of \$75.00 is being held by the City Treasurer pending approval of this transaction.

2. That an Offer to Purchase executed by Fernando Demiglio and Aurora Demiglio on January 20, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 420 square feet (more or less) and is located north of 59 Strathcona Avenue South. The purchase price of \$420.00, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$40.00 is being held by the City Treasurer pending approval of this transaction.
3. That an Offer to Purchase executed by Strama Properties Inc. on January 8, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 363 square feet (more or less) and is located at the rear of 392 Main Street West. The purchase price of \$363.00, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$36.00 is being held by the City Treasurer pending approval of this transaction.

RECOMMENDATION - Continued...

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the alleyway between 57 and 59 Strathcona Avenue South and the passage and registration of a by-law to sell the herein described land.

A handwritten signature, likely "D. L. Leach", is written in dark ink over a horizontal line.

FINANCIAL IMPLICATIONS - N/A

BACKGROUND

On February 24, 1987 in adopting Item 9 of the Fourth Report of the Transport and Environment Committee, City Council approved an application to close the subject alleyway. We therefore recommend approval and completion of these transactions.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor  
Attention: Ms. L. Lawrence
- Mr. E.C. Matthews, City Treasurer
  - Mr. J.R.G. Leach, Regional Commissioner of Engineering  
Attention: Mr. R. Meiers  
Attention: Mr. M. Chidley

6

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: February 5, 1988  
COMM FILE:  
DEPT FILE:

SUBJECT:

Sale of Road Allowance - Old Nash Road

RECOMMENDATION

That an Offer to Purchase executed by Joseph and Gino Tittarelli on behalf of Centennial Auto Services on January 30, 1988 and scheduled for closing 60 days after the enactment of a by-law to stop up, close and sell the road allowance of Old Nash Road, be approved and completed.

Note: This road allowance is located at the rear of 473 Nash Road North and contains approximately 0.8 acres (more or less). The purchase price of \$26,000.00 which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$2,600.00 is being held by the City Treasurer pending approval of this transaction.

FINANCIAL IMPLICATIONS - N/A

BACKGROUND

The abutting owner has applied for this road closure being composed of part of Lot 29, Concession 1, formerly in Saltfleet Township, now in the City of Hamilton. We therefore recommend approval of this transaction.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor  
Attention: Ms. L. Lawrence

- Mr. E.C. Matthews, City Treasurer

- Mr. J.R.G. Leach, Regional Commissioner of Engineering  
Attention: Mr. R. Meiers  
Attention: Mr. M. Chidley





7(b)

**FOR ACTION**

**REPORT TO:** MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

**FROM:** MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

**DATE:** 1988 February 03  
**COMM FILE:** 3-9.6  
**DEPT FILE:** TEC-23-88

**SUBJECT:**

Intersection of Inverness Avenue and Elcho Street - Request for a School Traffic Officer.

**RECOMMENDATION**

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Inverness Avenue and Elcho Street at this time.

Murray J. Main

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

The present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

**BACKGROUND**

In November 1987, the Traffic Department received a letter from a resident of Rosedene Avenue, requesting that a School Traffic Officer be assigned to the intersection of Inverness Avenue and Elcho Street. The subject intersection is a "T" type intersection, and presently, southbound traffic on Elcho Street is required to stop for eastbound and westbound traffic on Inverness.

The Regional Police Department conducted studies at this location on 1988 January 22, and observed 33 children crossing Inverness at Elcho, of which, 6 children were accompanied by an adult. The Regional Police have concluded that "although there were no regular safe gaps in the morning and afternoon all the children, including the young ones waited for a safe gap and crossed safely without assistance". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection is operating safely, since there have been no reported accidents at the intersection in at least the last 7 years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police Department.









FOR ACTION

7(c)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

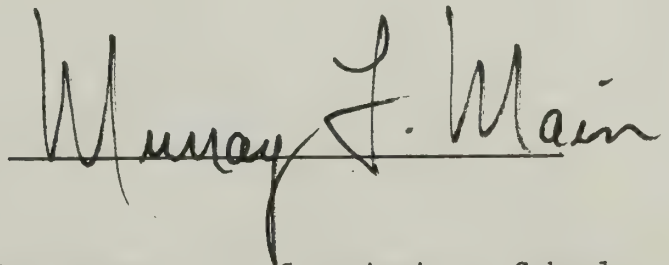
DATE: 1988 February 10  
COMM FILE: TEC-26-88  
DEPT FILE: 3-9.6

SUBJECT:

Intersections of Fennell Avenue and Clarendon Avenue/East 5th Street and  
Brucedale Avenue and East 5th Street - Request for School Traffic Officers.

RECOMMENDATION

That, in accordance with the recommendations of the Hamilton-Wentworth  
Regional Police Department, School Traffic Officers not be assigned to  
the intersections of Fennell Avenue and Clarendon Avenue/East 5th Street,  
and Brucedale Avenue and East 5th Street at this time.

A handwritten signature in dark ink, reading "Murray F. Main". The signature is written in a cursive style with a horizontal line underneath the name.

FINANCIAL IMPLICATIONS

The Regional Police have advised that the present cost of assigning a School  
Traffic Officer on a full-time basis to any intersection in the City is  
presently \$5,980.00, and presently, there are no funds budgeted for additional  
School Traffic Officers.

**BACKGROUND**

Alderman John Gallagher has advised of a request that a School Traffic Officer be assigned to the signalized intersection of Fennell Avenue and Clarendon Avenue/East 5th Street and to the intersection of Brucedale Avenue and East 5th Street during the school year. In accordance with approved procedure, these requests were forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at these locations under normal school crossing conditions and have observed the following:

- Intersection of Fennell Avenue and Clarendon Avenue/East 5th Street.

Studies were conducted at this location on 1988 January 18. The Regional Police observed that the children had no problems crossing at this intersection and that the students crossed "very confidently" with the traffic signals. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Fennell Avenue and Clarendon Avenue/East 5th Street.

- Intersection of Brucedale Avenue and East 5th Street.

Studies were conducted at this location on 1988 January 13 and 14. The Regional Police observed that the children had no problems crossing at this intersection with the existing four-way stop control. Therefore, The Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Brucedale Avenue and East 5th Street.

Traffic Department records indicate that in the past seven years, the intersection of Fennell Avenue and Clarendon/East 5th has averaged only 2.7 motor vehicle collisions per year, and there has not been a pedestrian collision reported at this intersection during this time. This is not an abnormal collision rate for a signalized arterial street intersection. There has not been a reported collision at the intersection of Brucedale and East 5th in the past seven years. Therefore, the presence of a school traffic officer could not improve upon the perfect pedestrian safety records at these intersections.

For these reasons, the Traffic Department concurs with the recommendations of the Regional Police Department.











FOR ACTION

7(d)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE:

1988 February 04

COMM FILE:

TEC-28-88

DEPT FILE:

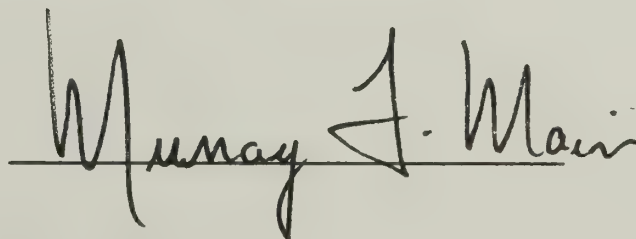
3-9.6

SUBJECT:

Intersection of Nash Road and Dover Drive - School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer at Nash Road and Dover Drive be removed.



FINANCIAL IMPLICATIONS

The Regional Police have advised that removing the School Traffic Officer from this location would result in an annual savings of \$4,270.00.

BACKGROUND

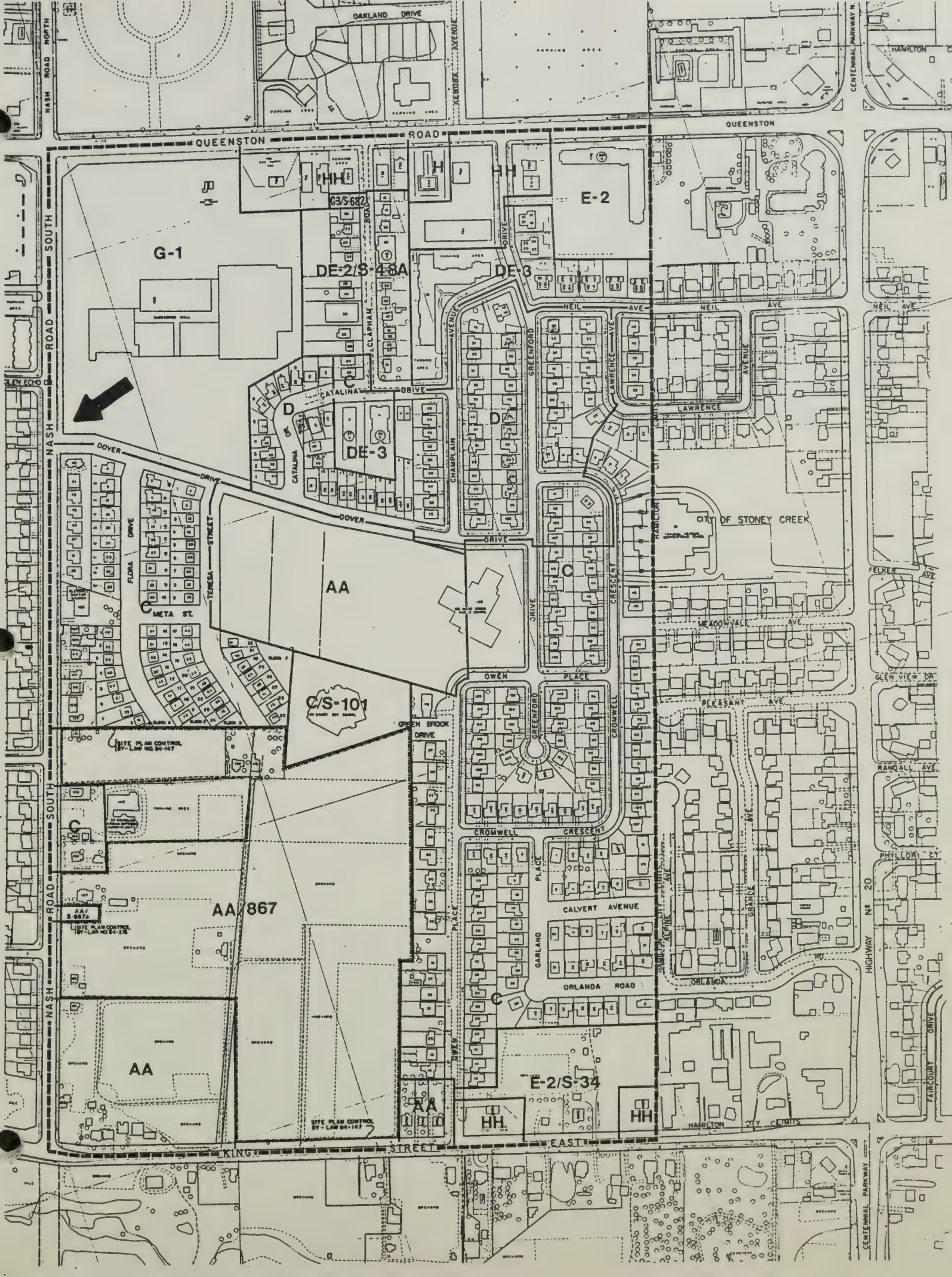
The Hamilton-Wentworth Regional Police Department conducted studies at the intersection of Nash Road and Dover Drive on 1988 January 11, in order to determine if the School Traffic Officer presently assigned to this intersection during the morning and evening crossing periods, is still required.

The Regional Police have observed that there were regular safe gaps in traffic created by the traffic signal at Nash and Queenston, and that only five children use this crossing at the present time. Also, the Regional Police have advised that there are times when no children have crossed at this location. For these reasons, the Regional Police have recommended that the School Traffic Officer be removed from this location, and have advised that the removal of this School Traffic Officer would result in an annual savings of \$4,270.00.

Traffic Department records indicate that this intersection has averaged only 0.4 motor vehicle collisions per year in the past seven years. This is a very favourable collision record. Also, there has not been a pedestrian collision reported at this intersection in the past seven years.

The Traffic Department concurs with the recommendation of the Regional Police Department.





SITE PLAN CONTROL  
BY LAW NO. 64-147

SITE PLAN CONTROL  
BY LAW NO. 64-147

SITE PLAN CONTROL  
BY LAW NO. 64-147





FOR ACTION

7(e)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 03  
COMM FILE: 3-9.6  
DEPT FILE: TEC-25-88  
206.15

SUBJECT:

Intersections of King Street West and Pearl Street, and Main Street West and Pearl Street - Removal of School Traffic Officers.

RECOMMENDATION

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department:

- the School Traffic Officer at the intersection of Main Street West and Pearl Street be removed; and
- the School Traffic Officer at the intersection of King Street West and Pearl Street be retained.

*Murray F. Main*

FINANCIAL IMPLICATIONS

Removing the School Traffic Officer from the intersection of Main and Pearl Streets would represent a savings of \$4,270.00 annually.

BACKGROUND

In report TEC-140-87, a copy of which is attached, the Traffic Department reported respecting a recommendation of the Regional Police Department that the School Traffic Officers at the intersections of King and Pearl and Main and Pearl be removed since St. Thomas Aquinas School was scheduled to be closed. However, at the 1987 July 20 meeting, the Committee, at the request of Alderman Mary Kiss, tabled the report so that further studies could be conducted at the start of the 1987/1988 school year.

The Regional Police have conducted further studies at these locations since St. Thomas Aquinas School has been closed and have reported the following:

- Intersection of King Street West and Pearl Street

Studies were conducted at this location on 1988 January 11. The Regional Police observed that there were no safe gaps in traffic, and that the 22 students crossing at this location had difficulties crossing. The Regional Police have therefore recommended that the School Traffic Officer be retained at the intersection of King and Pearl and that the location be restudied in September 1988.

- Intersection of Main Street West and Pearl Street

Studies were conducted at this intersection on 1988 January 12. The Regional Police observed that the 18 students crossing at this location encountered regular safe gaps in traffic and that all of the students crossing were from grades 7 and 8. The Regional Police have therefore recommended that the School Traffic Officer be removed from this location.

The Traffic Department concurs with the recommendations of the Regional Police Department.



A/S-569



A/S-569

H/S-630

H/S-481

H/S-745

E/S-481

A/S-450

E/S-481

H/S-481

H/S-745

E/S-481

A/S-450

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E/S-481

H/S-745

E/S-481

CR-2

G-3

D/S-785

E/S-481

A/S-450

H/S-745

E/S-481

A/S-450

H/S-745

E/S-481

E/S-138

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A/S-450



1987 July 20 → T+E - to be re-counted in Sept/87

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1987 July 13

TO Transport and Environment Committee

Refer To File No. TEC-140-87

Attention Of M. Hazell

Your File No. 206.15

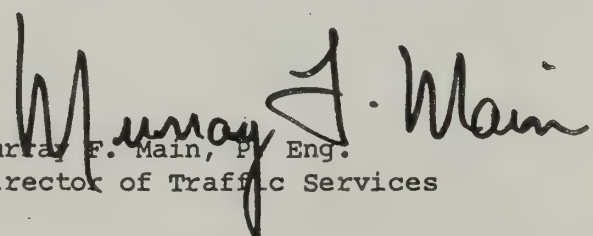
SUBJECT

Intersections of King Street West and Pearl Street and Main Street West and Pearl Street - Removal of School Traffic Officers.

RECOMMENDATIONS

That, in accordance with the recommendations of the Hamilton-Wentworth Regional Police Department;

- the School Traffic Officer at the intersection of King Street West and Pearl Street be removed; and,
- the School Traffic Officer at the intersection of Main Street West and Pearl Street be removed; and,
- the principals of Ryerson and Strathcona Elementary Schools be informed that the School Traffic Officers will not be present in September, 1987 and that the children be advised to cross at nearby signalized intersections.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

The Traffic Department has received a letter from the School Traffic Administrator, Regional Police Department, advising that St. Thomas Aquinas School, 52 Pearl Street South, has been closed and that the children from the school will now be bused to St. Joseph's or Christ the King Schools. The Regional Police have therefore recommended that the School Traffic Officers at the intersections of King and Pearl and Main and Pearl be removed since only six students will continue to cross at these locations, and that the remaining students be instructed to cross at the signalized intersections of Queen and Main and Queen and King or Locke and Main and Locke and King.

The Traffic Department concurs with the recommendations of the Regional Police Department.



8(a)

F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services

DATE 1988 January 25

TO Transport and Environment Committee

Refer To File No. TEC-09-88

Attention Of M. Hazell

Your File No. 3-9.2

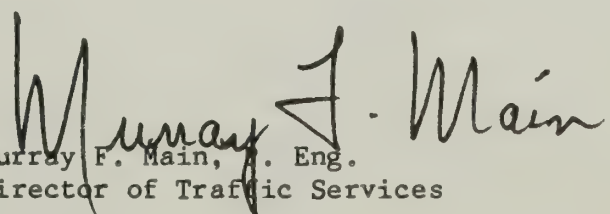
SUBJECT

West Side of Hillyard Street between Burlington Street East and the C.N.R.  
Railway Tracks - Parking Regulations.

RECOMMENDATIONS

That:

- a "Permit Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented in combination with the existing "No Parking, 8:00 a.m. to 12:00 noon, 3rd Wednesday Each Month, April to November" regulation on the west side of Hillyard Street between Burlington Street East and a point 302 feet southerly therefrom; and,
- the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident in each of the one, two or three family dwellings abutting the regulation (to a maximum of 13), and any additional permits (to the maximum of 13) on a first come first served basis; and,
- the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

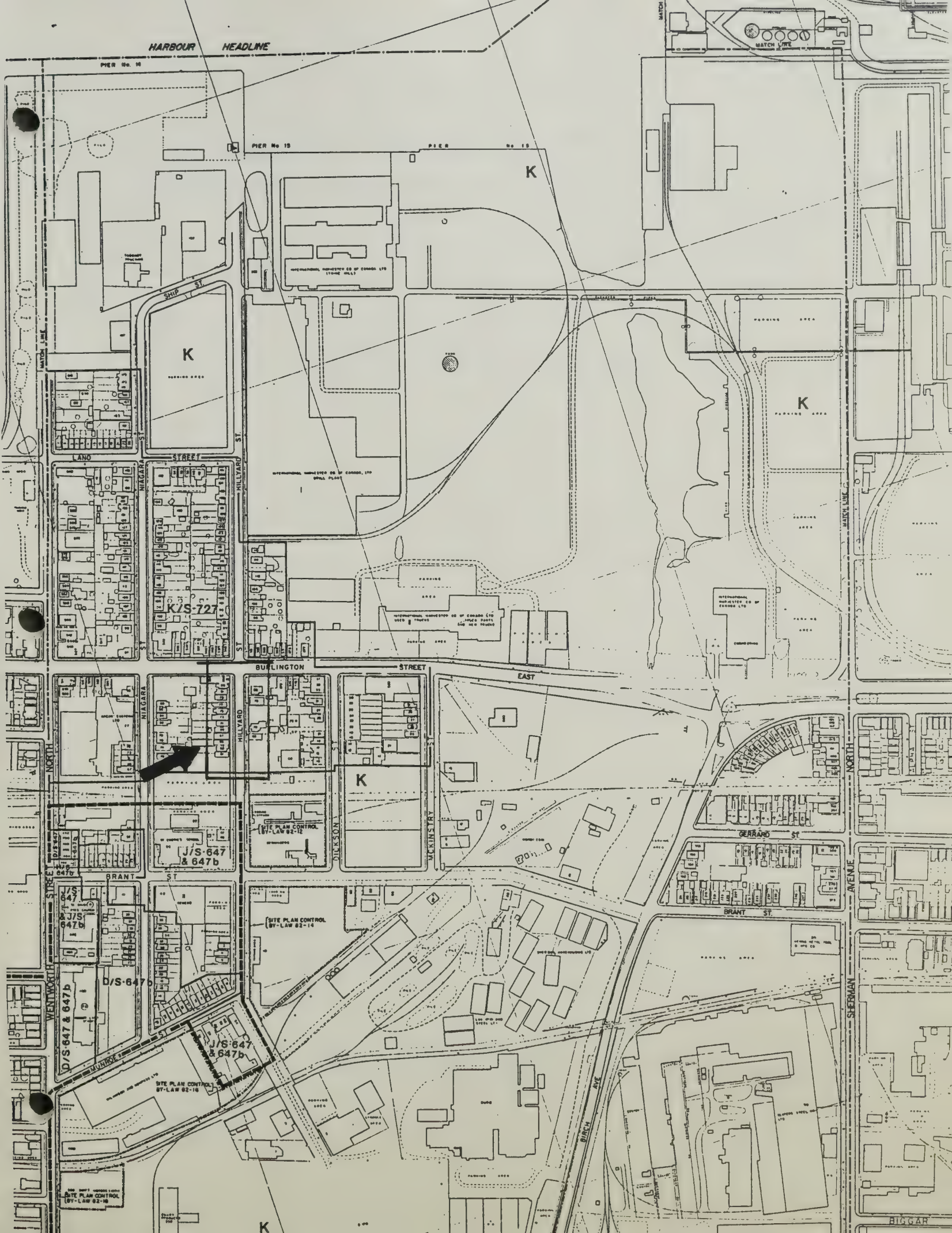
Alderman Brian Hinkley has forwarded to the Traffic Department a petition signed by representatives of 11 of the 14 residential properties abutting Hillyard between Burlington and the C.N.R. railway tracks, requesting that a "Permit Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented in front of their homes. Presently, parking is prohibited on the east side and there is unrestricted free parking for 13 vehicles on the west side of the street in front of the homes, except that parking is prohibited for a four hour period on the third Wednesday of each month for street maintenance purposes.

The resident who circulated the petition has expressed concern regarding non-resident parking on the street by employees and customers of the industrial uses in the area. A "Permit Parking" regulation would eliminate non-resident parking entirely during the specified hours, and only residents of one, two or three family dwellings abutting the regulation would be entitled to purchase permits (at a cost of \$1.00 per month per permit) to park on the street in this area.

The Traffic Department has contacted the resident who circulated the petition, and he has indicated that two of the 14 households have no vehicle, and that another four homes have off-street parking provided. In addition, the Traffic Department has been able to contact one of the residents who did not sign the petition, and she has indicated that she supports the petition and will require one permit. Therefore, it appears that the demand for parking permits will not exceed the number of on-street parking spaces, and since approximately 86 percent of the abutting residents have indicated their support of the regulation, the Traffic Department concurs with this request. Parking on the entire west side of this block of Hillyard would still be unrestricted free parking after 5:00 p.m. on weekdays, and all day on weekends.

There is a day care centre at No. 75 Hillyard Street which leases one boulevard parking space from the City. Motorists dropping off and picking up their children will be able to stop in the permit parking area on the west side or in the "No Parking" area on the east side of the street. Any visitor or employee parking associated with this establishment could take place on the west side of Hillyard, south of the railway tracks, where unrestricted free parking would remain.









F O R   A C T I O N

8(b)

FROM Murray F. Main, P. Eng.,      DATE 1988 January 27  
Director of Traffic Services

TO Transport and Environment Committee      Refer To File No. TEC-17-88

Attention Of M. Hazell

Your File No. 3-9.2

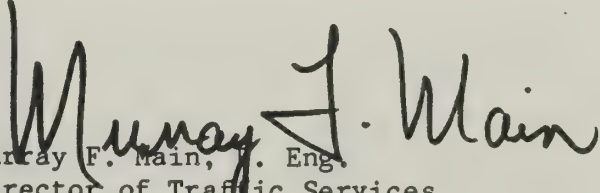
SUBJECT

North side of Morningside Drive, east of Princeton Drive - Parking Regulations.

RECOMMENDATIONS

That:

- parking be prohibited on the north side of Morningside Drive commencing at Princeton Drive and extending to a point 50 feet easterly therefrom; and,
- the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

A resident of Morningside Drive recently contacted the Traffic Department and advised of a safety hazard created by vehicles parked on both sides of Morningside Drive at Princeton Drive. Morningside has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic movement. Therefore, the Traffic Department concurs with the request and recommends that a 50 foot corner clearance be implemented on the north side of Morningside east of Princeton, as a safety measure.

The implementation of this corner clearance would result in a loss of only one legal parking space along the flankage of a residential property. However, the Traffic Department would not anticipate any parking problems resulting since most of the residential properties in the area have off-street parking available, and since parking would still be permitted on both sides of the remainder of the street.





FOR ACTION

8(c)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

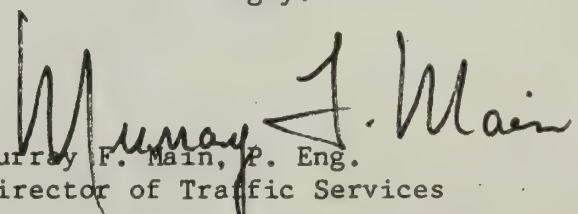
DATE: 1988 February 03  
COMM FILE: 3-9.2  
DEPT FILE: TEC-19-88

SUBJECT:

Rexford Drive between Loconder Drive and Rosewell Street - Parking Regulations.

RECOMMENDATION

- (a) That stopping be prohibited on the east side of Rexford Drive commencing at Loconder Drive and extending to a point 45 feet northerly therefrom; and
- (b) That an "Alternate Side Parking" regulation be implemented on Rexford Drive between Loconder Drive and Rosewell Street, such that parking is prohibited;
  - on the west and south side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and
  - on the east and north side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND**

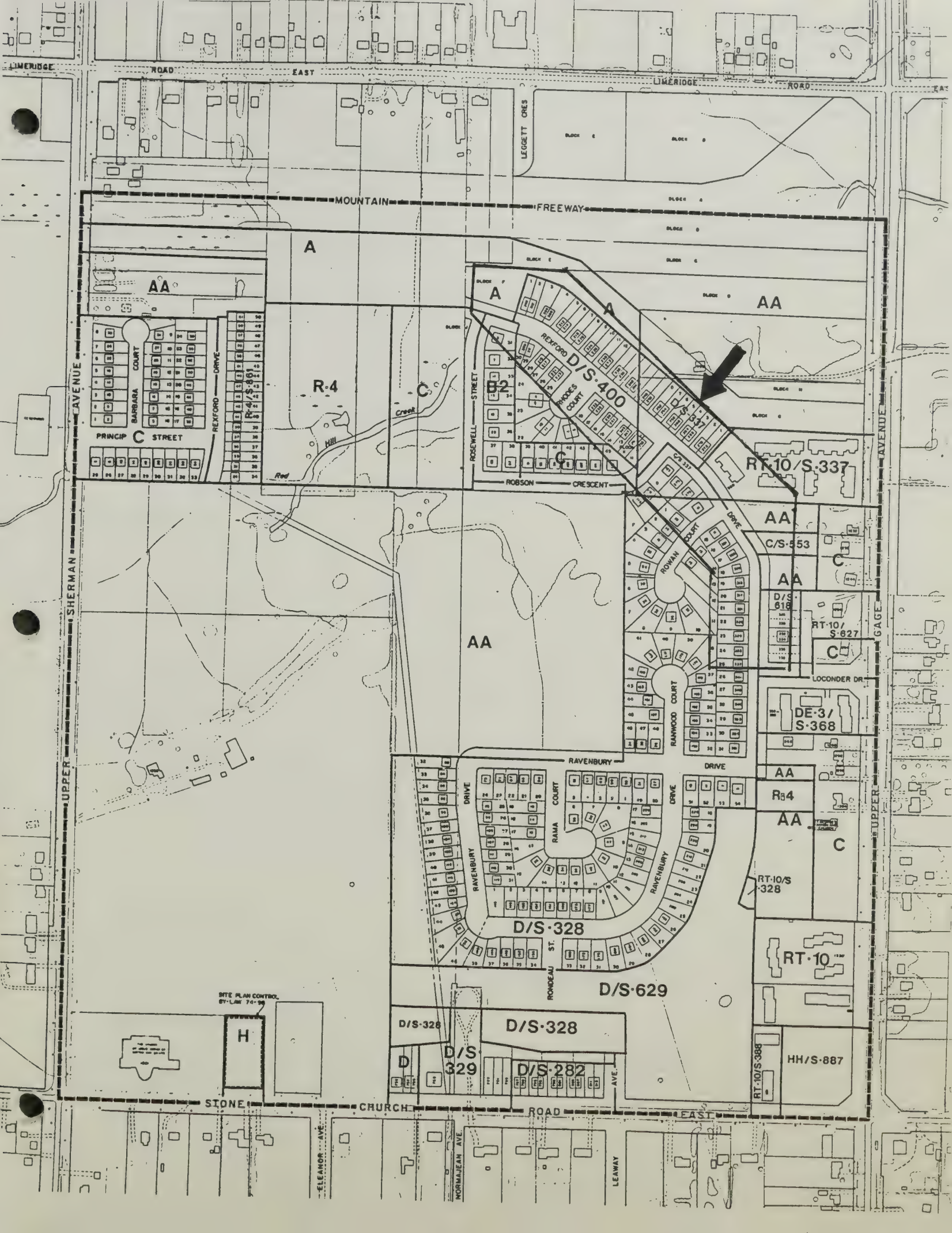
Alderman Henry Merling has forwarded to the Traffic Department a petition requesting that an "Alternate Side Parking" regulation be implemented on Rexford Drive between Loconder Drive and Rosewell Street, and that a corner clearance be implemented on the east side of Rexford Drive north of Loconder Drive. The petition is signed by representatives of 43 of the 63 abutting single family homes, 22 of the 36 townhouses on the east side of Rexford across from Rowan Court, and by representatives of 16 homes abutting Rhodes Court, Rowan Court and Robson Crescent.

Rexford Drive has a 29 foot pavement width and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since 68 percent of the abutting residents, as well as several other area residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

Most of the residential properties on the street have off-street parking provided. Therefore, the number of on-street parking spaces need not be a factor in selecting the side on which the winter parking prohibition should be implemented. However, because of the curvature of the roadway and the orientation of the intersecting streets, it would be appropriate to prohibit parking on the west and south side of the street during the winter months.

Representatives from the Hamilton Fire Department and from the Hamilton-Wentworth Regional Police Department have advised that a corner clearance should be implemented on the east side of Rexford, north of Loconder, in order to facilitate the movement of emergency vehicles at this location. Therefore, since a majority of the abutting residents have requested the corner clearance, the Traffic Department concurs with this request, and recommends that stopping be prohibited on the east side of Rexford between Loconder and a point 45 feet northerly.







FOR ACTION

8(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

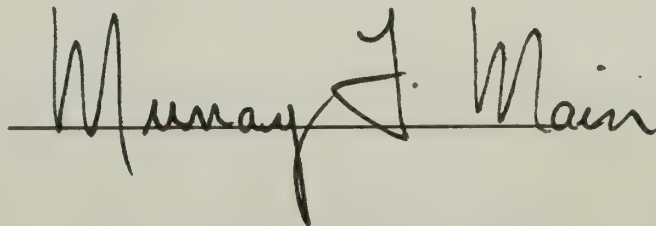
DATE: 1988 February 04  
COMM FILE: TEC-20-88  
DEPT FILE: 3-9.2

SUBJECT:

East side of Hess Street North between Cannon Street West and Mill Street  
-Parking Regulations.

RECOMMENDATION

- a) That a "Permit Parking" regulation be implemented on the east side of Hess Street North between Cannon Street West and Mill Street; and
- b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible applicants residing in Nos. 116, 120 and 134 Hess Street North, and two parking permits to eligible applicants residing in Nos. 126 and 128 Hess Street North; and
- c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of seven permits is not exceeded; and
- d) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will off-set the cost to some degree.



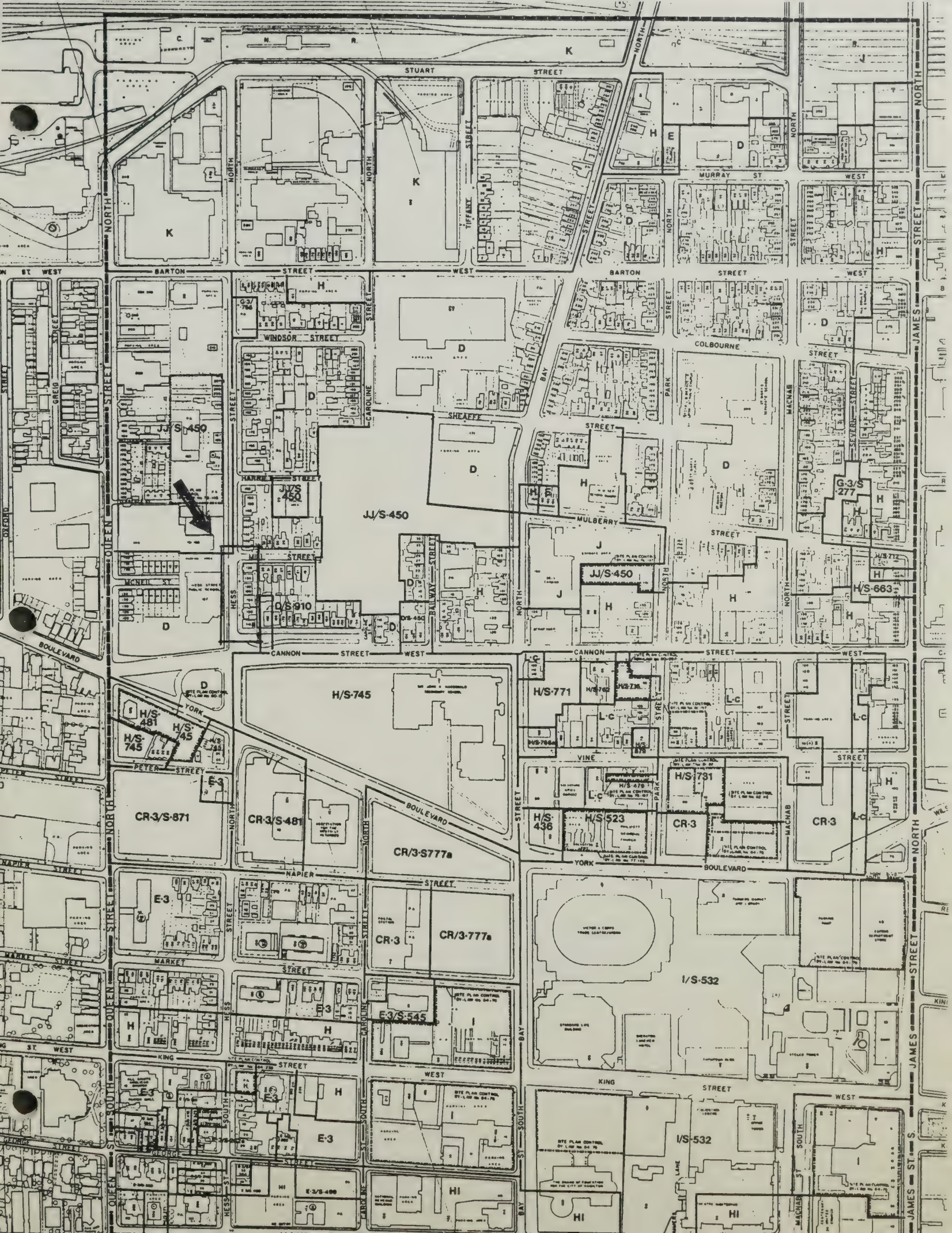
**BACKGROUND**

The Traffic Department has received a petition signed by representatives of all seven of the one, two and three family dwellings on the east side of Hess Street North in the block between Cannon Street West and Mill Street, requesting that a "Permit Parking" regulation be implemented on the street. Presently, there is unrestricted free parking on the east side and parking is prohibited on the west side of Hess Street along the flankage of Hess Street Public School in this block.

The resident who circulated the petition has expressed concern regarding non-resident parking on the street, and indicated that since permit parking was implemented on the east side of Hess in the block to the north, the parking overflow has extended into the subject block. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that there are seven legal on-street parking spaces in the block, and the petition indicates that seven parking permits are required by abutting residents. Therefore, it appears that the demand for parking permits will not exceed the number of on-street parking spaces, and since 100 percent of the abutting residents have indicated their support for the regulation, the Traffic Department concurs with this request. -









FOR ACTION

8(e)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

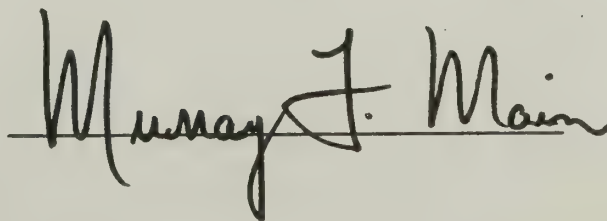
DATE: 1988 February 05  
COMM FILE: TEC-30-88  
DEPT FILE: 3-9.2

SUBJECT:

East 32nd Street between Concession Street and Crockett Street - Parking Regulations.

RECOMMENDATION

- a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation be implemented on both sides of East 32nd Street between Concession Street and Crockett Street; and
- b) The City Traffic By-law 66-100 be amended accordingly.

  
Murray J. Main

FINANCIAL IMPLICATIONS

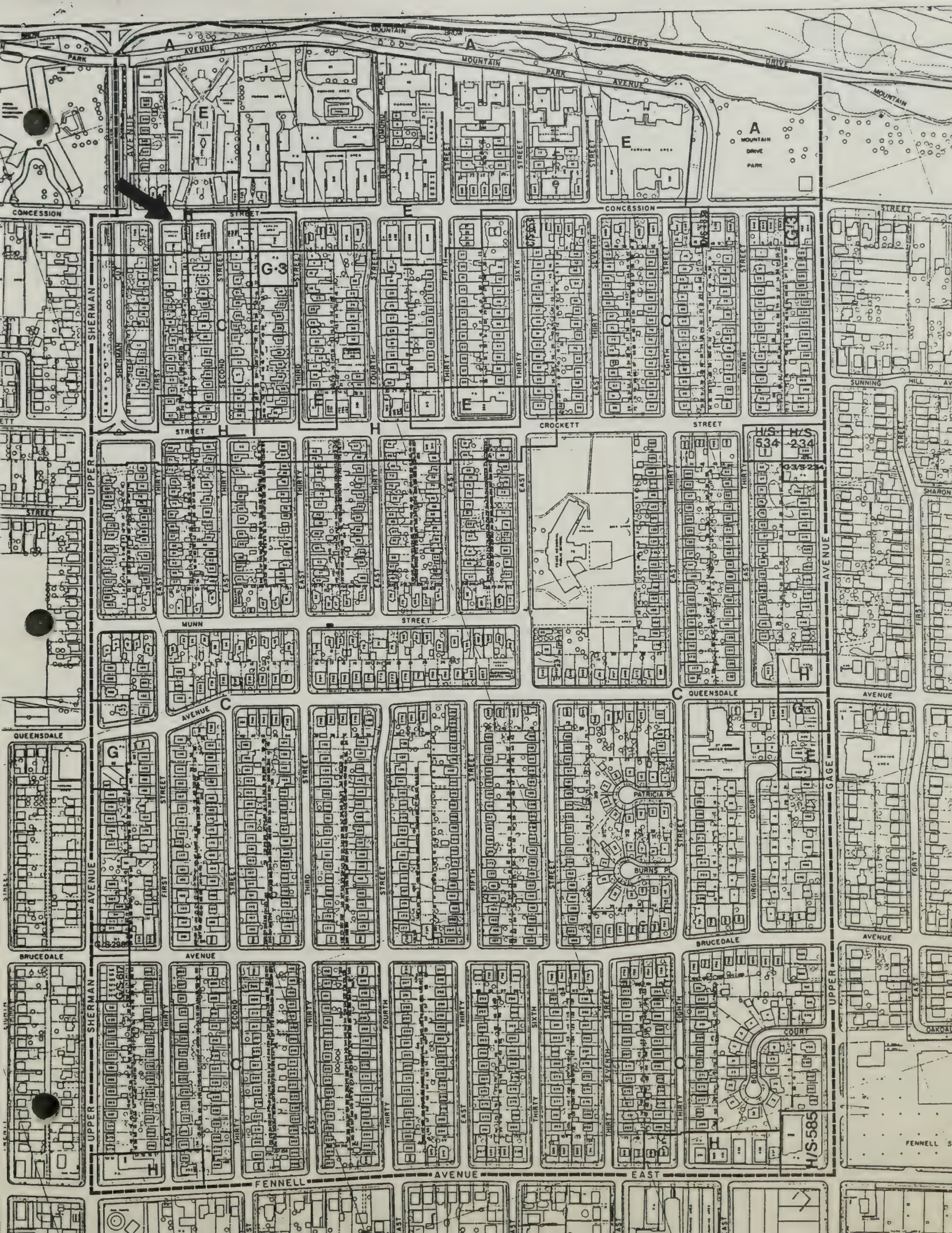
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for each parking permit will off-set the cost to some degree.

**BACKGROUND**

The Traffic Department has received a petition signed by representatives of 20 of the 30 one, two and three family dwellings on East 32nd in the block between Crockett Street and Concession Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation be implemented on the street, because of long-term parking by nurses from Henderson Hospital. Presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the proposed regulation would eliminate long-term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since 67 percent of the abutting residents have signed the petition, the Traffic Department concurs with the request.









FOR ACTION

9(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 04

COMM FILE: TEC-21-88

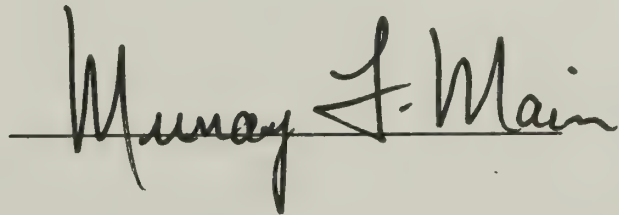
DEPT FILE: 3-10.9

SUBJECT:

Apartment building at No. 57 West Avenue North - Application for a Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the building at No. 57 West Avenue North.



FINANCIAL IMPLICATIONS

There is a potential for \$10.00 in revenue each month from the sale of parking permits to residents at No. 57 West Avenue North.

BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 57 West Avenue North, that time limit exemption permits be issued to residents of this building. The apartment building is located on the west side of West Avenue between King William and Wilson, and the applicant has

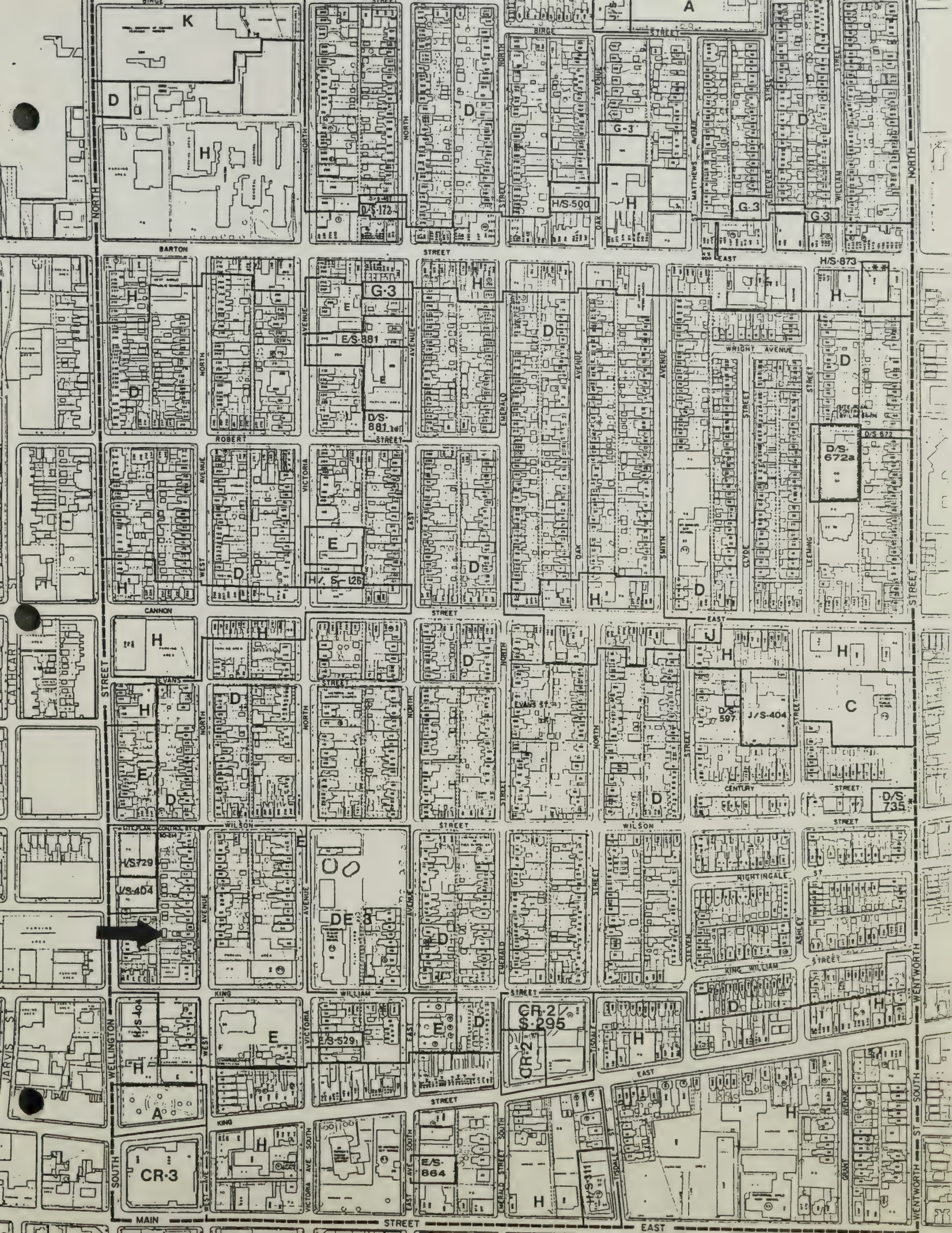
indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation that was signed on the subject section of West Avenue on 1988 January 27.

Investigations revealed that there are five dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on West Avenue in this area consist generally of single family homes.

Periodic observations reveal that West Avenue in this area is generally lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of five parking permits to the residents of this building, on a first come first served basis.









FOR ACTION

9(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

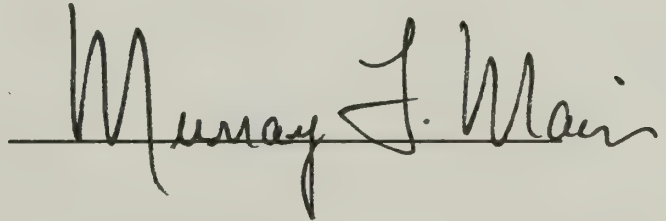
DATE: 1988 February 04  
COMM FILE: TEC-29-88  
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 93 Bold Street - Application for a Time Limit  
Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue one time limit  
exemption permit to Cathy Franco, 1003-93 Bold Street.

A handwritten signature in dark ink, reading "Murray J. Main", is written over a horizontal line.

**FINANCIAL IMPLICATIONS**

The sale of the permit will generate a revenue of \$2.00 per month.

**BACKGROUND**

Ms. Cathy Franco, who resides in the apartment building at No. 93 Bold, located on the south east corner of Bay and Bold, has made an application for a time limit exemption permit for her vehicle. The resident wishes to park her van beyond the "Three Hour Parking 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation which is presently signed on the south side of the street in this area, since it will not fit through the doors of the underground parking lot of this apartment building.

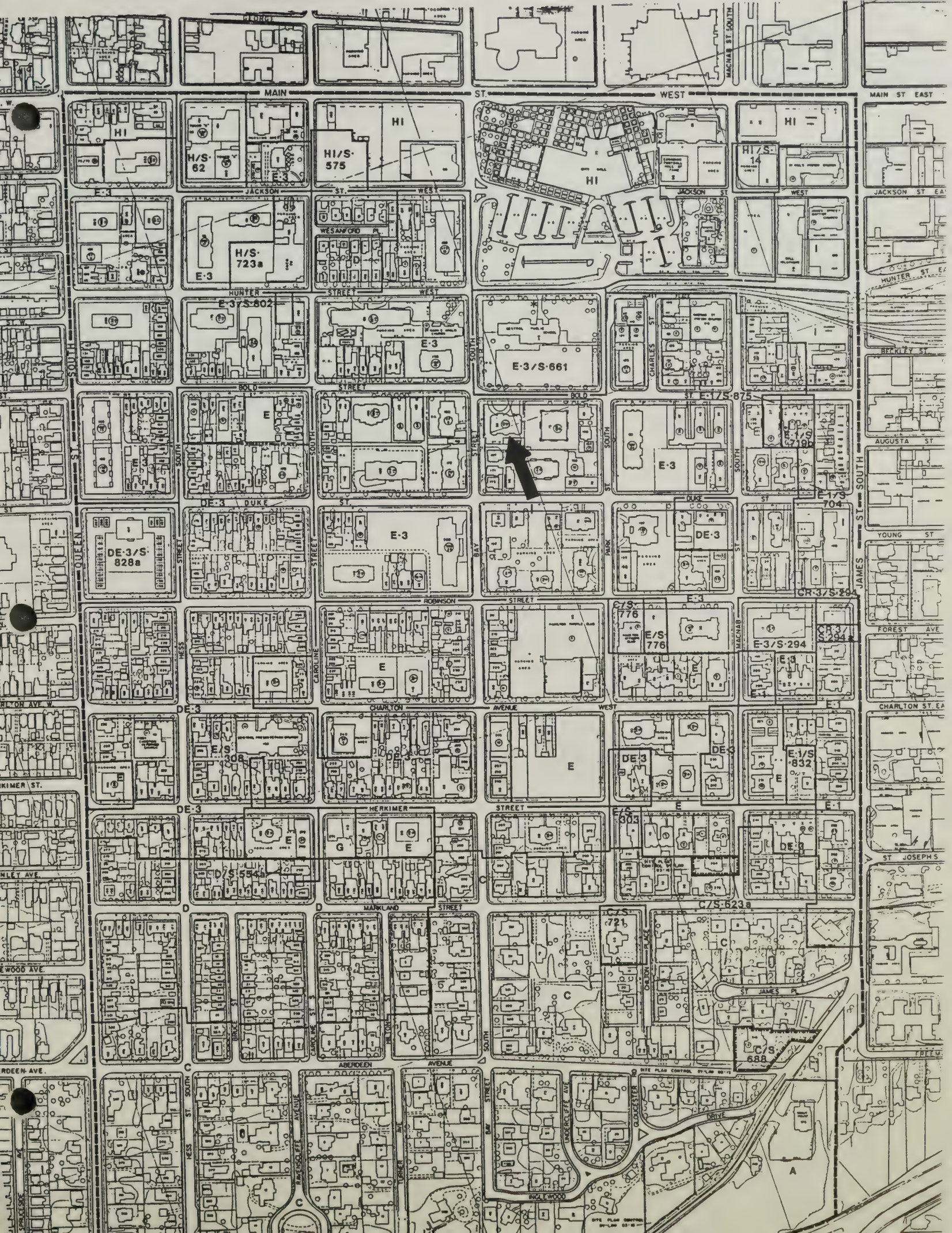


Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. This practice forces long-term parking for apartment dwellers to take place in the available off-street parking spaces. Investigations reveal that there are 72 dwelling units in the subject apartment building, and that there are 56 off-street parking spaces available on the property, one space short of the current Zoning By-law requirements. The land use on Bold in this area consist generally of apartment buildings.

Periodic observations reveal that the street is generally heavily parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the Committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas, and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since there is a shortage of one off-street parking space in accordance with the Zoning By-law requirements, and since the applicant's van will not fit into the underground parking facility at 93 Bold, it would be appropriate to issue one time limit exemption permit to the applicant.











10(a)

F O R   A C T I O N

FROM Department of Engineering

DATE January 27, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

Your File No.

SUBJECT

Banner Display Application  
November 21, 1988 to November 28, 1988

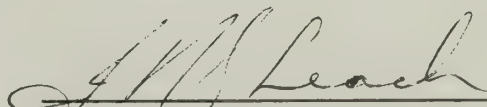
ORIGIN

We have received an application from " The Creative Arts Inc." requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Creative Arts Incorporation" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 21, 1988 to November 28, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"FESTIVAL OF FRIENDS CRAFT SHOW  
HAMILTON CONVENTION CENTRE NOVEMBER 23-27/88

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

CVB/ma  
Attach.

cc: H. Reinhold, Department of Public Works



10(b)

F O R   A C T I O N

FROM Department of Engineering

DATE January 18, 1988

TO Transport & Environment Committee

Refer To File No. T103-37

Attention Of R.P. Meiers

Your File No. 3-11-7

SUBJECT

Banner Display Application  
January 23, 1989 to January 30, 1989

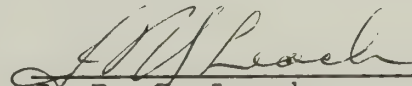
ORIGIN

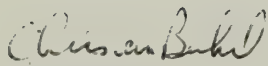
We have received an application from "Opera Hamilton" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "OPERA HAMILTON" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 23, 1989 to January 30, 1989 subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Opera Hamilton - Popera III  
February 2 & 4

  
J. R. G. Leach  
Commissioner of Engineering

  
for RPM:ma  
Attach.

cc: H. Reinhold, Department of Public Works





F O R   A C T I O N

10(c)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: J. R. G. Leach, Commissioner of  
Engineering

DATE: 1988 February 3  
COMM FILE: 3-11.7  
DEPT FILE: T 103-37  
ID#0043D (51)


SUBJECT:

Banner Display Application  
May 23, 1988 to May 30, 1988

RECOMMENDATION

That the "St. Joseph's Hospital" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 23, 1988 to May 30, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, - September 30, 1986 and January 13, 1987, with the following message:

"A Special Event for St. Jo's"

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved a fee of \$125.00 payable to the Regional Municipality of Hamilton-Wentworth is required.

BACKGROUND

We have received an application from "St. Joseph's Hospital" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:sw  
Attach.





F O R   A C T I O N

10(d)

REPORT TO:    Mr. R. C. Prowse, Secretary  
                 Transport and Environment Committee

FROM:            J. R. G. Leach, Commissioner of  
                 Engineering

DATE:    1988 January 29  
COMM FILE:    3-11.7  
DEPT FILE:    T 103-37

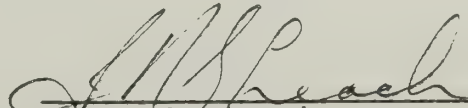
SUBJECT:

Banner Display Application  
November 7, 1988 to November 14, 1988

RECOMMENDATION

That the "MUM SHOW Committee" be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 7, 1988 to November 14, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Mum Show - Gage Park Greenhouses - Admission Free"

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received an application from "The Mum Show Committee" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:sw  
Attach.



F O R   A C T I O N

11(a)

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:        J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: February 1, 1988  
COMM FILE: 3-11.5  
DEPT FILE: T103-50(618)

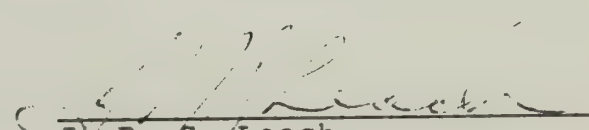
SUBJECT:

Inadvertent Encroachment Agreement  
154 Cannon Street West, Hamilton

RECOMMENDATION

That the application of Mr. J. Ingrassia, Solicitor, on behalf of the present owner of 154 Cannon Street West, Miroljub Dimitrijevic, to retain the following inadvertent encroachment consisting of a 2 storey brick dwelling (0.18m x 10.12m) encroaching onto the City road allowance of Caroline Street North, be approved during the pleasure of City Council provided:

1. That the owner enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$46.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk, and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

See above "Recommendation".

Cont'd ....



- Page 2 -  
February 1, 1988

Inadvertent Encroachment Agreement  
154 Cannon Street West, Hamilton

Cont'd ....

BACKGROUND

The above-noted property also encroaches onto the Regional road allowance of Cannon Street West. Therefore, the owner will also be required to enter into an encroachment agreement with the Region.

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:lj/mm

cc: L. Farr, City Solicitor's Dept.



-Page 2-  
January 27, 1988

Inadvertent Encroachment Agreement  
132 Wood Street East, Hamilton

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB/mm

c.c. L. Farr, City Solicitor's Dept.



11(c)

F O R   A C T I O N

FROM Department of Engineering  
TO Transport & Environment Committee

DATE January 27, 1988  
Refer To File No. T103-50(625)  
Attention Of R.P. Meiers  
Your File No. 3-11.5

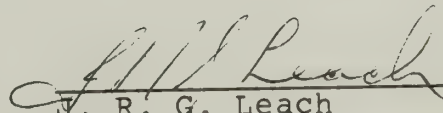
SUBJECT

Inadvertent Encroachment Agreement  
294 Hunter Street West, Hamilton

RECOMMENDATION

That the application of John L. Balsillie, on behalf of the present owner(s) of 294 Hunter Street West, John L. Balsillie, Henery Kuik, Jerry Townshend, to retain the following inadvertent encroachment consisting of a concrete porch and steps (1.07m x 3.40m), approved during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
J. R. G. Leach  
Commissioner of Engineering

Cont'd...

-Page 2-  
January 27, 1988

Inadvertent Encroachment Agreement  
294 Hunter Street West, Hamilton

Cont'd...

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

Q3  
CVB/ma

cc: L. Farr, City Solicitor's Dept.

12

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

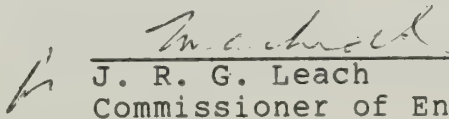
DATE: 1988 February 05  
COMM FILE:  
DEPT FILE: S610-03  
             S707-48  
ID#0043D (33)

SUBJECT:

Incorporating Certain Lands into Greenshire  
Drive and Glenhaven Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a  
By-law to incorporate Block 26, Plan 62M-450 into Greenshire Drive  
and Block 43, Plan 62M-429 into Glenhaven Drive.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The City of Hamilton is the owner of both blocks mentioned above and  
it is necessary that these be incorporated into their respective  
Drives to provide access from a soon to be registered Plan of  
Subdivision (commonly known as Gilkson Village). (The above Blocks  
are shown in heavy outline on Regional Municipality of  
Hamilton-Wentworth Plans RAH417 and RAH-422).

HMS:mm

*Wms.*





F O R   A C T I O N

13

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:       J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

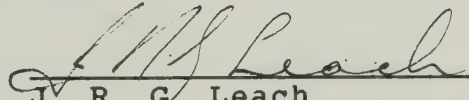
DATE: 1988 January 19  
COMM FILE:  
DEPT FILE: E201-27  
ID#0043D (69)

SUBJECT:

Site Plan Control  
East Mountain Industrial Area

RECOMMENDATION

That Item 3 of the 7th Report of the Transport and Environment Committee adopted by City Council on April 30, 1985 requiring water run-off control storage of 2cm times the lot area in industrial zoned lands on the East Mountain be rescinded.

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

In 1985 as a result of a review of the drainage into Red Hill Creek it was decided to impose on the industrial lands on the East Mountain the requirement of providing retardation storage at the rate of 2cm times the lot area. The main reason for this requirement was the desire to reduce erosion in the lower reaches of the Red Hill Creek. Since the adoption of this policy, the construction of the Freeway has been approved. This construction will result in modification to the creek channel in the areas which were to be protected by the retardation policy adopted in 1985.

For the above reasons it is the staff's opinion that the extra construction and administration cost of implementing the policy is no longer justified and the policy should be rescinded.

KB:sw





F O R   A C T I O N

14

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

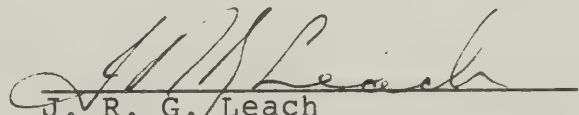
DATE: 88 February 05  
COMM FILE: 3-11.4  
DEPT FILE: S704-04  
ID#0008D (9)

SUBJECT:

Refund of Excess Levies paid on Plan of Subdivision  
"DAVID BEN SURVEY", Hamilton (62M-235)

RECOMMENDATION

- (a) That the City Treasurer be authorized and directed to issue a refund cheque to "Squiregate Enterprises Limited" for the sum of \$21,000.00, being the excess amount of lot levies paid in connection with "DAVID BEN SURVEY" subdivision.
- (b) The Executive Committee recommend the method of financing for the refund.

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The Developer was assessed lot levies at \$500 per lot, for one hundred sixty (160) lots when this plan was registered. After Part Lot Control was removed, only one hundred eighteen (118) lots were developed. Therefore, the Developer paid for forty-two (42) extra lots and has requested a refund. The amount to be refunded is \$21,000 (42 lots at \$500/lot). The Executive Committee is to recommend the method of financing.

Cont'd ....

- page 2 -  
February 8, 1988

Cont'd ....

BACKGROUND

The plan of subdivision for "David Ben Survey" was registered in August 1977. Under the subdivision agreement for this development, the Developer was assessed \$80,000 in lot levies, for the one hundred sixty (160) lots in the subdivision. Shortly after the plan was registered, the Developer applied for and received approval for the removal of Part Lot Control. The Developer then created larger parcels and, in the end, only developed one hundred eighteen (118) lots. As a result, the Developer has paid for forty-two (42) extra lots and has now requested a refund of the excess lot levy money.

 DVC:lj

cc: J. Schatz, Secretary, Executive Committee

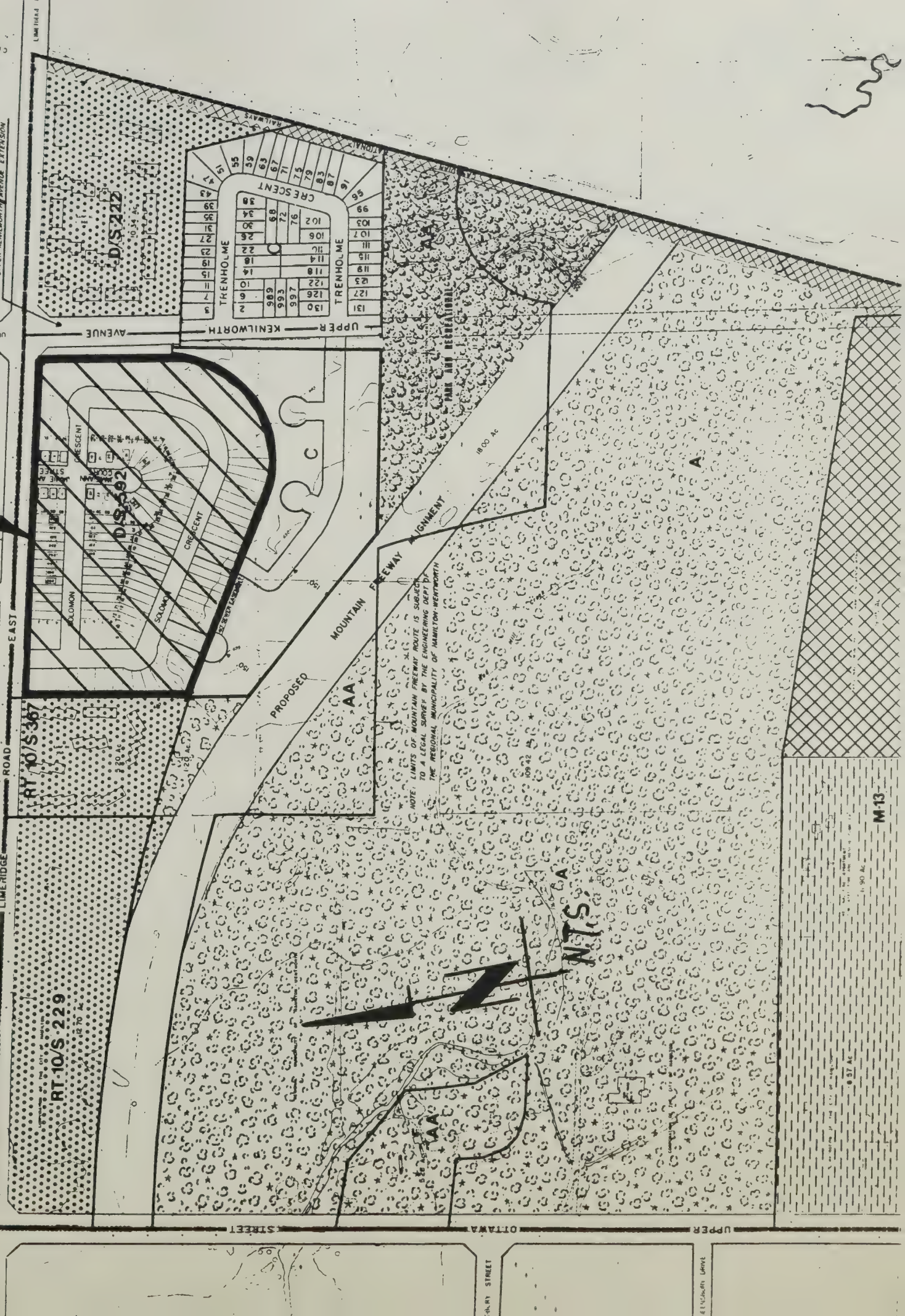
cc: E. Mathews, City Treasurer

Att: B. Hotrum



15 WINDY 110 1234567890

104





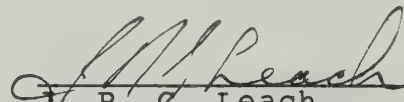
Cont'd ....

- (g) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner(s).

Provided the Judge's Order to close the highway is granted:

B.

- (a) That the City Solicitor be directed to prepare a By-law for the sale of the closed highway to the abutting owner(s).
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

  
J. R. G. Leach  
Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

N/A

#### BACKGROUND

On September 30, 1986, Council in adopting Item 26 of the 16th Report of your Committee approved the closure of the alley in the block bounded by East 27th Street, Brucedale Avenue, East 28th Street and Fennell Avenue. The original request by Mr. L. P. Renaud, Solicitor on behalf of an abutting owner was to close the full alley from Brucedale to Fennell Avenue. At the present time, this alley is a public unassumed alley. Most of the alley has been illegally fenced off by some of the abutting owners. As a result, it is no longer physically open to pedestrian or vehicular traffic.

Notice of closure was sent to the affected municipal departments, utility companies and residents in the area of the alley. Closure notice was circulated to approximately 34 occupants/owners of properties in the immediate vicinity. Eighteen (18) responses were received as follows:

In favour	16
Against	2
<u>TOTAL</u>	<u>18</u>

There was no objection received from any municipal department, or from any utility company.

Of the two objections received from abutting owners, neither one provides any reason for objecting.

Cont'd ....

- page 3 -  
February 3, 1988

Cont'd ....

Subsequent to Council approval and prior to an application to the Judge, the Provincial legislation concerning disposal of lands of street and alley closures was changed so that abutting owners are required to acquire the lands for "fair market value".

Since the applicant feels that it will not be possible to convince the abutting owners to pay fair market value for the portion of the alley adjacent to their property, he has requested that your Committee consider a partial closure. A significant portion of the alley is presently fenced off and is inaccessible to the public. Therefore, we concur with the applicant's request.

*GW*  
RPM:lj

cc: D. W. Vyce, Director  
Property Department

cc: K. A. Rouff, City Solicitor  
Att: Ms. L. Lawrence

cc: E. A. Simpson, City Clerk



16

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING


DATE:    1988 Jan 29  
COMM FILE:  
DEPT FILE:    E205-05

SUBJECT:

Subdivision Cost Sharing Policy

RECOMMENDATION

- (a)    That the Subdividers not be required to pay for pavement and curbs where the City requires a land owner to develop reversed frontage single or double family housing.
- (b)    That Greenhill Gardens Subdivision Phase III agreement be prepared on the above basis.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City will likely absorb annually approximately 50m of road cost which will be in the \$30,000 range.

BACKGROUND

Cochren Construction Co. Ltd. has written to your Committee on October 28. The letter is with the Secretary of your Committee. The company was of the opinion that it is unfair for the City to demand dedication of a road allowance up to 26m.

Subsequent to writing to your Committee and prior to your Committee dealing with it, Mr. T. H. Cochren met with myself and other staff. As a result of this the company has modified its request to your Committee and now requests that they be relieved of paying for City services on Greenhill Avenue.

Cont'd ....



Subdivision Cost Sharing Policy

Cont'd ....

Greenhill Avenue from Tomar Drive (future) to the C.P.R. Railway Right-of-Way is being constructed suitable for a future railway crossing underpass and therefore, the adjacent development was forced into reversed frontage.

Mr. Cochren's position is that he should not have to pay for roads which his customers cannot directly use. Staff is of the opinion that there is some merit in his arguments.

We, therefore, suggest that land owners be relieved of the obligation to pay for roads, curbs and associated drainage works where the City forces a developer into reversed frontage for traffic reasons. The land owners should continue to pay for sidewalks, street trees, and seeding of the road allowances.

The above situation will likely not occur frequently because very few City streets have sufficient traffic to justify reversed frontage. For example, only one block on the entire length of Greenhill Avenue is affected by this policy. It is therefore, more a matter of principle rather than great expenditure.

KB:mm

17

F O R     A C T I O N

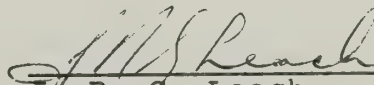
FROM Department of Engineering      DATE January 26, 1988  
TO Transport & Environment Committee      Refer to File No. 801-76H  
Attention Of R.P. Meiers  
Your File No. 3-11.10.1

SUBJECT

Request for Additional Funds. Proposed Construction of a Concrete Alley in the Block Bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.

RECOMMENDATIONS

1. That the Transport and Environment Committee recommend to the Executive Committee an increase in the total cost of \$14,000 from \$85,000 to \$99,000 be provided for the construction of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.
2. That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for the increase in cost of this Capital Project

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

BACKGROUND

This project was approved by Council on September 29, 1987, as Item 7 of the 17th Report of the Executive Committee. The estimate was based on a preliminary investigation of conditions in the field. Based on a more detailed review of underground services in the area, it has been determined that in order to properly drain the alley, a new sewer will be required on Dunsmure Road to connect with the existing sewer on Crosthwaite Avenue.

Cont'd ....

- page 2 -  
January 26, 1988

Cont'd ....

Financial Considerations

The additional amount required is \$14,000. Therefore, it is necessary to increase the City's share by \$14,000.

Provision has been made for these works in the 1988-92 Capital Budget.

RPM:lj

cc: K. A. Rouff, City Solicitor  
    Att: Miss D. Ratford  
cc: E. C. Matthews, City Treasurer  
cc: B. Hotrum, City Treasury  
cc: J. Schatz, Secretary  
    Executive Committee  
cc: A. Seunarine, Engineering Services  
cc: G. Lawson, Commissioner of Finance  
    Att: J. Cerio



186a)

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

DATE: 1988 Feb 03  
COMM FILE: 3.11.4  
DEPT FILE: S726-54  
ID#0043D (65)

SUBJECT:

Additional Cost Sharing - "Rymal Road - Upper Gage Avenue",  
Modified Subdivision Agreement, Sandrina Place, Hamilton

RECOMMENDATION

That the City's share of the cost of curbs, sidewalks and final roads for Sandrina Place be increased by \$19,513.00 to \$54,995.00 and that the Executive Committee recommend the source of funding for these additional costs.

J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The City's share including the additional expenditure for this development would be charged as follows:

<u>Type of Work</u>	<u>Previously Approved Amount</u>	<u>Amounts Now Required</u>
Sidewalks & Curbs	--	--
Final Roads	\$35,482.00	\$54,995.00
Catch basins & Connections	--	--
Street Lighting	--	--

Cont'd .....

- Page 2 -  
February 3, 1988

Additional Cost Sharing - "Rymal Road - Upper Gage Avenue",  
Modified Subdivision Agreement, Sandrina Place, Hamilton

Cont'd ....

BACKGROUND

Item 3 of the fifth report of the Transport and Environment Committee, as adopted by City Council on March 10, 1987, recommended that a Modified Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands. The present owner of these lands is DiCenzo Construction Company Limited.

For the Committee's information, the additional funds are required due to a higher than anticipated cost to remove an existing island at the intersection of Rymal Road and Upper Gage Avenue including the cost of the restoration of the pavement.

TLH:mm

c.c. E. Matthews, City Treasurer  
Att: B. Hotrum

c.c. J. J. Schatz, Secretary  
Executive Committee

F O R   A C T I O N

18(b)

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

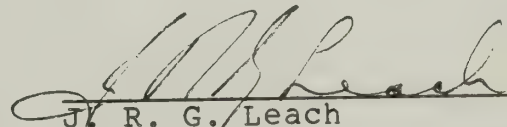
DATE: February 5, 1988  
COMM FILE: 3-11.4  
DEPT FILE: S704-24  
ID#0043D

SUBJECT:

Plan of Subdivision for "DAVID BEN SURVEY ADDITION", Hamilton

RECOMMENDATION

- a) That the engineering schedules for the estimated cost of services in "DAVID BEN SURVEY ADDITION" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- b) That the approvals of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have both been registered; and
- c) That in the event that the Subdivider wishes to proceed prior to the registration of the Plan of Subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- d) That the City's share of the cost of services for this development (\$3,729.00) be approved and that the Executive Committee recommend the source of funding for this project.

  
J. R. G. Leach  
Commissioner of Engineering

Cont'd...

Plan for Subdivision for "DAVID BEN SURVEY ADDITIONA", Hamilton

Cont'd...

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "DAVID BEN SURVEY ADDITION" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Fencing	<u>\$3,729.00</u>
TOTAL	<u>\$3,729.00</u>

The City's share (\$3,729.00) is attributable to fencing along the rear of Lots 20 to 33 (incl.) and is not recoverable in the future. The lands to the south of these lots are City owned parklands. Established policies provides for the City to cost share on fencing where new subdivisions abut City parklands.

The estimated cost of the Subdivider's share of City services is \$392,496.21.

For the Committee's information, sidewalks will not be installed on Morningstar Court, Northstar Court and Aries Court. The cost savings for the developer, because sidewalks are not required on these streets, is estimated to be \$21,500.00.

BACKGROUND

Clause 2(A) of the Twenty-Seventh Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 29, 1985, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is SQUIRESGATE ENTERPRISES LIMITED (Marvin J. Wasserman, President).

Cont'd...



-Page 3-  
February 5, 1988

Plan for Subdivision for "DAVID BEN SURVEY ADDITION", Hamilton

Cont'd...

Copies of the Engineer's estimates for the cost of services, Schedule "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of 56 lots for residential use.

 DVC/ma

cc: J. Schatz, Secretary, Executive Committee  
cc: E. Matthews, City Treasurer  
Att: B. Hotrum

N.T.S.

LINE RIDGE

ROAD

EAST

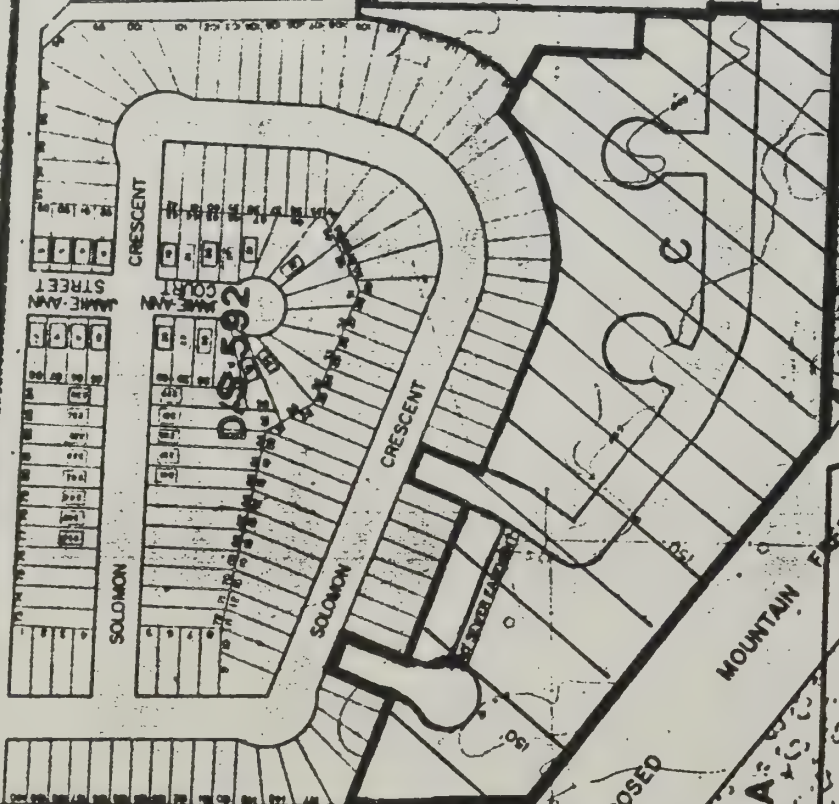
RT 10/S 357

LENNOX STREET

CASTLE STREET

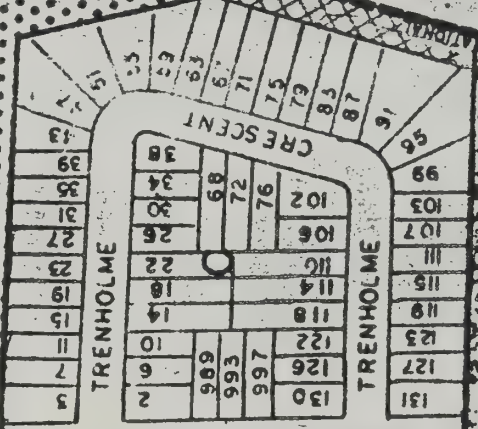
NOTE: SUGGESTED LIMIT OF UPPER KENILWORTH AVENUE EXTENSION

UPPER KENILWORTH AVE



D/S 222

D/S 592



NOTE: LIMITS OF MOUNTAIN FREEWAY ROUTE IS SUBJ. TO A LEGAL SURVEY BY THE ENGINEERING DEPT. OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

DAVID BEN SURVEY ADDITION

PARK AND RECREATION

MOUNTAIN FREEWAY ALIGNMENT

PROPOSED



F O R   A C T I O N

18(c)

REPORT TO:    R.C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:        J.R.G. LEACH  
                  COMMISSIONER OF ENGINEERING

DATE:    1988 January 27

COMM FILE:    3-11.4

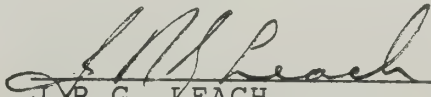
DEPT FILE:    S707-60

SUBJECT

Plan of Subdivision for "GREENHILL GARDENS - PHASE 3", Hamilton

RECOMMENDATION

That the City agree to allow the development of "GREENHILL GARDENS - PHASE 3" to proceed at this time without a second access to the Gershome Neighbourhood.

  
\_\_\_\_\_  
J.R.G. LEACH  
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

Clause 5(b) of the Ninth Report of the Planning and Development Committee, as adopted by City Council on April 29, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. Also, on November 24, 1987, Council approved the Schedule of Works for the same by adopting Item 12 of the Seventeenth Report of the Transport and Environment Committee. The present owner of these lands is Cochren Construction Company Limited.

For the Committee's information, a condition of approval for the Draft Plan requires that a second access be provided to the Gershome Neighbourhood either before or in conjunction with any additional development.

Continued ...

Plan of Subdivision for "GREENHILL GARDENS - PHASE 3", Hamilton

Continued ...

At the present time, sufficient funds have been allocated in the 1988 Capital Budgets of both the City and Region to finance and construct the services required to complete the missing portion of Greenhill Avenue from its present location just south of Pavarotti Court to the C.P. Railway lands. The portion of Greenhill Avenue south of the railway lands has been included in the City's Budget for the completion of the road.

The estimated cost of City services (roadway, curbs & sidewalks and street lighting) that are required to complete that portion of Greenhill Avenue is \$375,000.00. Land is currently being acquired to establish the road allowance on Greenhill Avenue and approval has been obtained from C.P. Rail for the road crossing. The second access to the neighbourhood is required to provide better traffic flows in and out of the neighbourhood and would help relieve potential congestion problems at Greenhill Avenue and King Street.

Currently, Greenhill Gardens - Phase 3 will have access from National Drive to the north of this development.

The time required to complete the municipal services in this subdivision, register the Final Survey Plan and construct new houses will not likely permit people to occupy the dwellings until sometime in mid-year 1988. As a result, no real increase in traffic flow is expected to occur at the intersection of Greenhill Avenue and King Street until mid 1988. By that time, the missing portion of Greenhill Avenue could be completed.

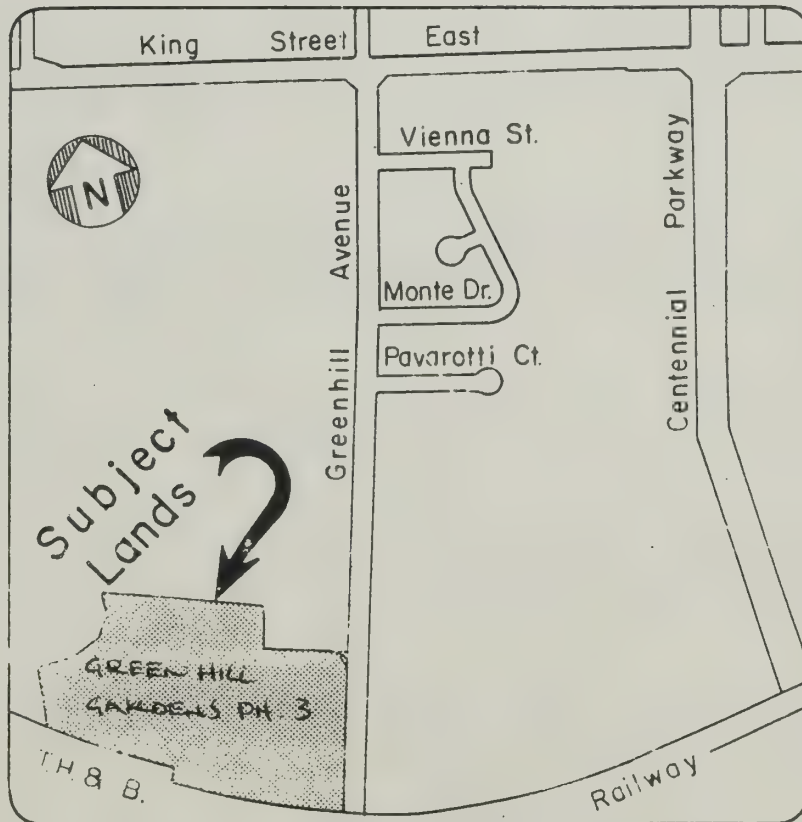
It is therefore being recommended that the subdivision for "GREENHILL GARDENS - PHASE 3" be allowed to proceed as proposed since the City and Region are designing and preparing to construct the missing section of Greenhill Avenue this year.

CAU:tlj

cc: E. Matthews, City Treasurer  
Att: B. Hotrum

cc: J.J. Schatz, Secretary, Executive Committee





LOCATION PLAN

Scale: 0 50 100 200 300  
ft, 000



F O R   A C T I O N

18(d)

REPORT TO:    R.C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:        J.R.G. LEACH  
                  COMMISSIONER OF ENGINEERING

DATE:    1988 February 01

COMM FILE:    8-11.4

DEPT FILE:    S711-11

SUBJECT

Plan of Subdivision for "ABBEY HILL FARM - KENNEDY COURT", Hamilton

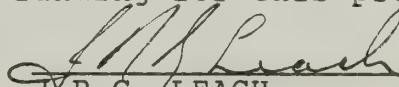
RECOMMENDATION

a) That the submitted schedule for estimated cost of services in "ABBEY HILL FARM - KENNEDY COURT", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

c) That in the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.

d) That the City's share of the cost of services for this development (\$25,245.13) be approved and that the Executive Committee recommend the source of funding for this project.

  
\_\_\_\_\_  
J.R.G. LEACH  
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "ABBEY HILL FARM - KENNEDY COURT" is as follows:

Continued ...

- page 2 -  
February 1, 1988

Plan of Subdivision for "ABBEY HILL FARM - KENNEDY COURT", Hamilton

Continued ...

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Sidewalks & Curbs	\$ 3,471.96
Final Roads	7,162.09
Sewers	6,541.30
Watermains	3,564.57
Fencing	3,279.57
Sodding	993.60
Tree Planting	232.04
<hr/> TOTAL CITY SHARE	<hr/> \$ 25,245.13

The entire amount of the City share of \$25,245.13 is non-recoverable as it is attributable to works on or adjacent to city owned lands.

The estimated cost of the Subdivider's share of the City services is estimated to be \$28,839.58.

For the Committee's information, sidewalks will not be installed on Kennedy Court. Transportation staff have approved the deletion of sidewalks in accordance with city policy.

BACKGROUND

Clause 10 (b) of the sixteenth Report of the Planning and Development Committee, as adopted by City Council on September 1, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is Shedaco Holding Limited.

Copies of the Engineer's estimates for the costs for services, Schedules "E", "F-1", "F" and "G" and copies of the proposed Final Survey Plan, all as prepared by Ashenhurst Nouwens Limited have been submitted to Regional Engineering for approval.

The registration of this Plan of Subdivision will result in the creation of five (5) lots for single family residential use.

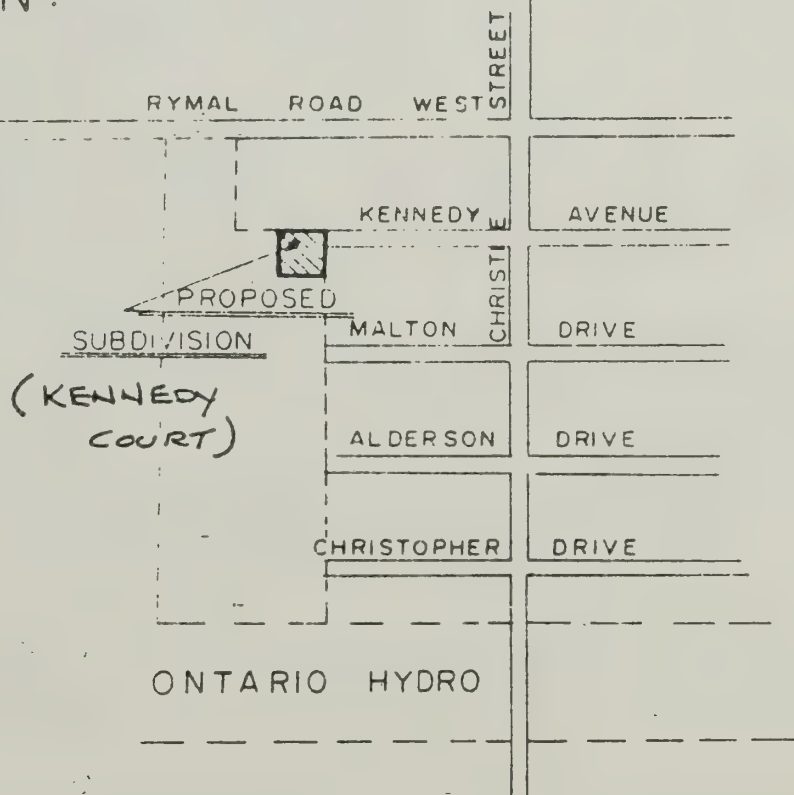
CAU:tlj

cc: E. Matthews, City Treasurer  
Att: B. Hotrum

cc: J.J. Schatz, Secretary  
Executive Committee



KEY PLAN:  
(N.T.S.)





F O R   A C T I O N

18(e)

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:         J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

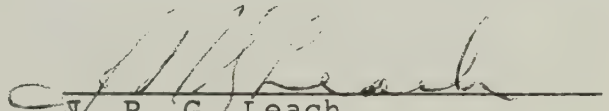
DATE: 1988 February 03  
COMM FILE: 3-11.4  
DEPT FILE: S704-32  
ID#0043D (67)

SUBJECT:

Plan of Subdivision for "DiCENZO GARDENS  
- PHASE 2", Hamilton

RECOMMENDATION

- (a)     That the submitted schedule for estimated cost of services in "DiCENZO GARDENS - PHASE 2", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (b)     That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (c)     That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.
- (d)     That the City's share of the cost of services for this development (\$22,644.00) be approved and that the Executive Committee recommend the source of funding for this project.

  
J. R. G. Leach  
Commissioner of Engineering

Cont'd ....

- Page 2 -  
February 3, 1988

Plan of Subdivision for "DiCENZO GARDENS  
- PHASE 2", Hamilton

Cont'd ....

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "DiCENZO GARDENS - PHASE 2" is as follows:

<u>Type of Work</u>	<u>Amount to Be Financed</u>
Final Roads	\$22,644.00
TOTAL CITY SHARE -----	\$22,644.00

The entire amount of the City's share is non-recoverable as it is attributable to deep strength asphalt pavement on DiCenzo Drive.

The estimated cost of the Subdivider's share of the City services is estimated to be \$502,686.63.

For the Committee's information, sidewalks will not be installed on Tevere Place, Teramo Court and a portion of Trieste Place. Transportation staff have approved the deletion of sidewalks in accordance with City policy. The estimated cost savings to the subdivider is approximately \$37,700.00.

BACKGROUND

Clause 10B(b) of the fifteenth report of the Planning and Development Committee, as adopted by City Council on July 22, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is DiCenzo Construction Company Limited (Anthony DiCenzo - President).

Copies of the Engineer's estimates for the costs for services, Schedules "E", "F" and "G" and copies of the Final Survey Plan, all as prepared by A. J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

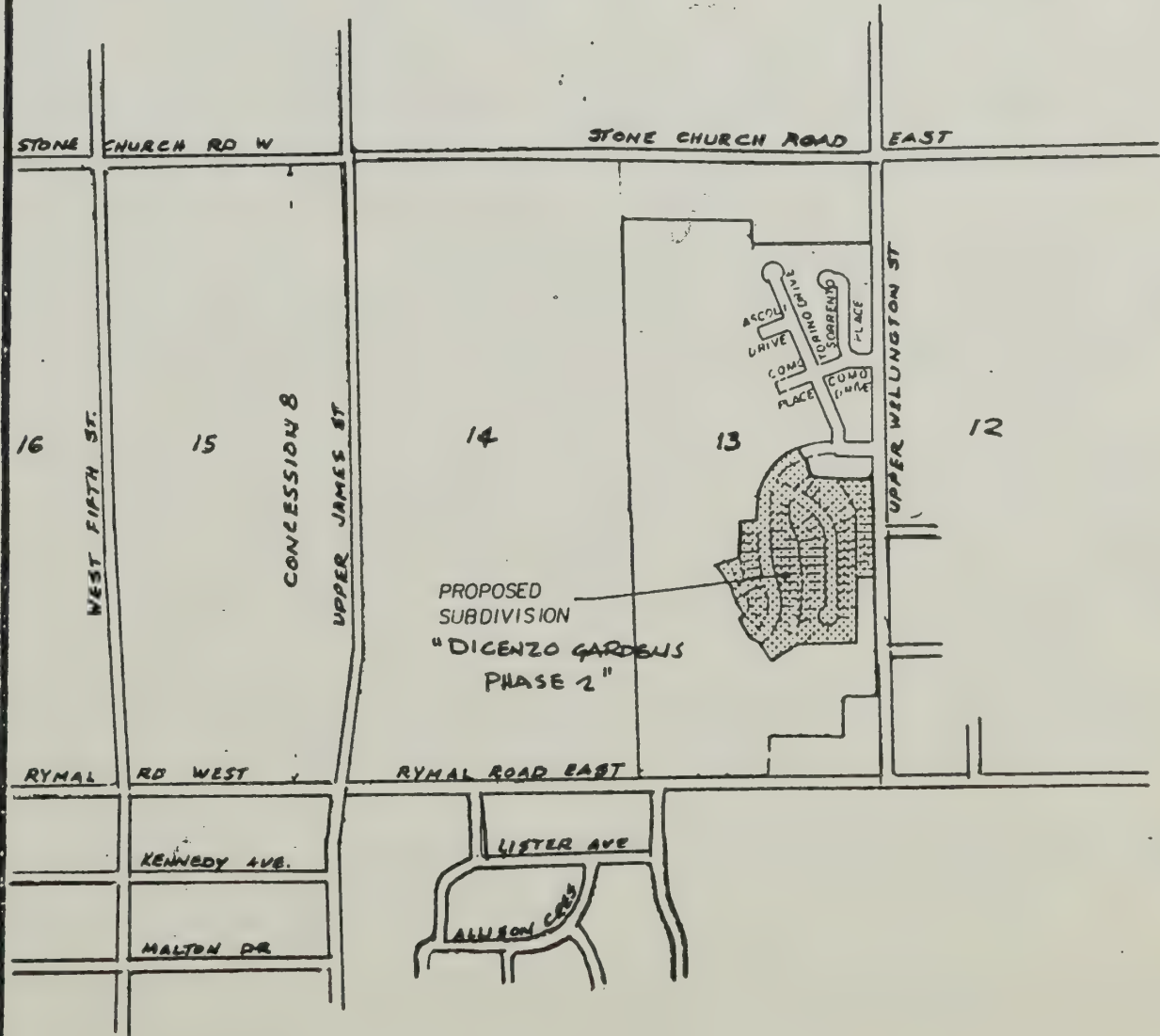
The registration of this Plan of Subdivision will result in the creation of eighty-two (82) lots for single family residential use.

CAU:mm



# Key Plan

SCALE 1:12000





F O R I N F O R M A T I O N

19(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 1988 February 11  
COMM FILE: 3-11.2  
DEPT FILE: T108-07  
ID#0043D (83)

SUBJECT:

By-Laws to Prohibit the Sounding of Railway Engine Whistles  
at Level Crossings in the City of Hamilton.

BACKGROUND

At the February 9, 1988 meeting of City Council your Committee was requested to review the provisions of the above-noted By-Laws.

Section 248 of The Railway Act, R.S.C. 1970, Chapter R-2 which governs all railways in Canada provides as follows:

248. (1) When any train is approaching a highway crossing at rail level, the engine whistle shall be sounded at least 80 rods (1/4 mile) before reaching such crossing, and the bell shall be rung continuously from the time of the sounding of the whistle until the engine has crossed such highway.
- (2) Where a by-law of an urban municipality prohibits such sounding of the whistle or ringing of the bell in respect of any such crossing or crossings within the limits of the municipality, the by-law shall, if approved by an order of the Commission, to the extent of the prohibition relieve the company and its employees from the duty imposed by this section.

By-Law No. 3553 passed in 1927 was the first such anti-whistling by-law. This By-Law was subsequently amended by By-Laws 9570, 71-80 and 82-29 which included additional crossings as the City limits expanded.

These By-Laws were passed because of complaints received from residents regarding the noise at all hours of the day made by the train whistles throughout the City.

The public crossings to be included in an anti-whistling by-law are at the discretion of the National Transportation Agency of Canada (NTA). An application for relief from the provisions of The Railway Act regarding sounding of whistles must include evidence that the residents of the Municipality have been notified of the application for approval of such a by-law. This is normally done by publishing a notice in the newspaper.

Cont'd ....

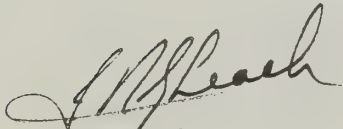
- page 2 -  
February 11, 1988

Cont'd ....

The conditions for approval include the following:

- 1) On main line tracks, the crossing should be protected with automatic warning devices (usually flashing lights and bells). If there is more than one track, automatic gates would generally also be required.
- 2) On other than main line tracks the crossing should be protected with automatic warning devices, unless alternatively, the railway by order of the NTA is required to operate trains over the crossing under the protection of manual flagging by a member of the train crew.
- 3) Crossings where the sounding of whistles is prohibited should be consecutive to one another along a railway line. That is to say there should not be one or more crossings where the prohibition would not apply interspersed among the number of crossings where the prohibition would apply.

In our opinion the sounding of engine whistles in an urban setting is not appropriate and we would not recommend amending the current Anti-Whistling By-Laws.

  
RPM:lj  
RPM



F O R I N F O R M A T I O N

19(b)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 1988 February 11  
COMM FILE: 3-11.2  
DEPT FILE: T108-09  
ID#0043D (82)

SUBJECT:

Derailment in Aberdeen Yard (CP Rail) on February 1, 1988.

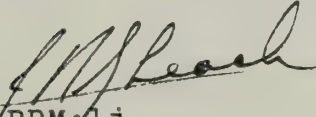
BACKGROUND

At the February 9, 1988 meeting of City Council, Alderman Kiss requested a report on the derailment which occurred at the west end of the Aberdeen Yard approximately 60m east of the Stroud Road crossing on February 1, 1988 at 7:40 p.m. in the area shown on the attached plan.

We have contacted CP officials concerning the details of the derailment. They are presently undertaking an internal investigation to determine the exact cause. The derailment occurred as a result of a "sideswipe" collision between an 86 car train being moved in the yard and standing rail cars. There were five cars derailed, four empties and one car loaded with pulp board. No hazardous commodities were involved in the mishap and no environmental hazards developed as a result of the derailment. The derailment was cleared up within five hours.

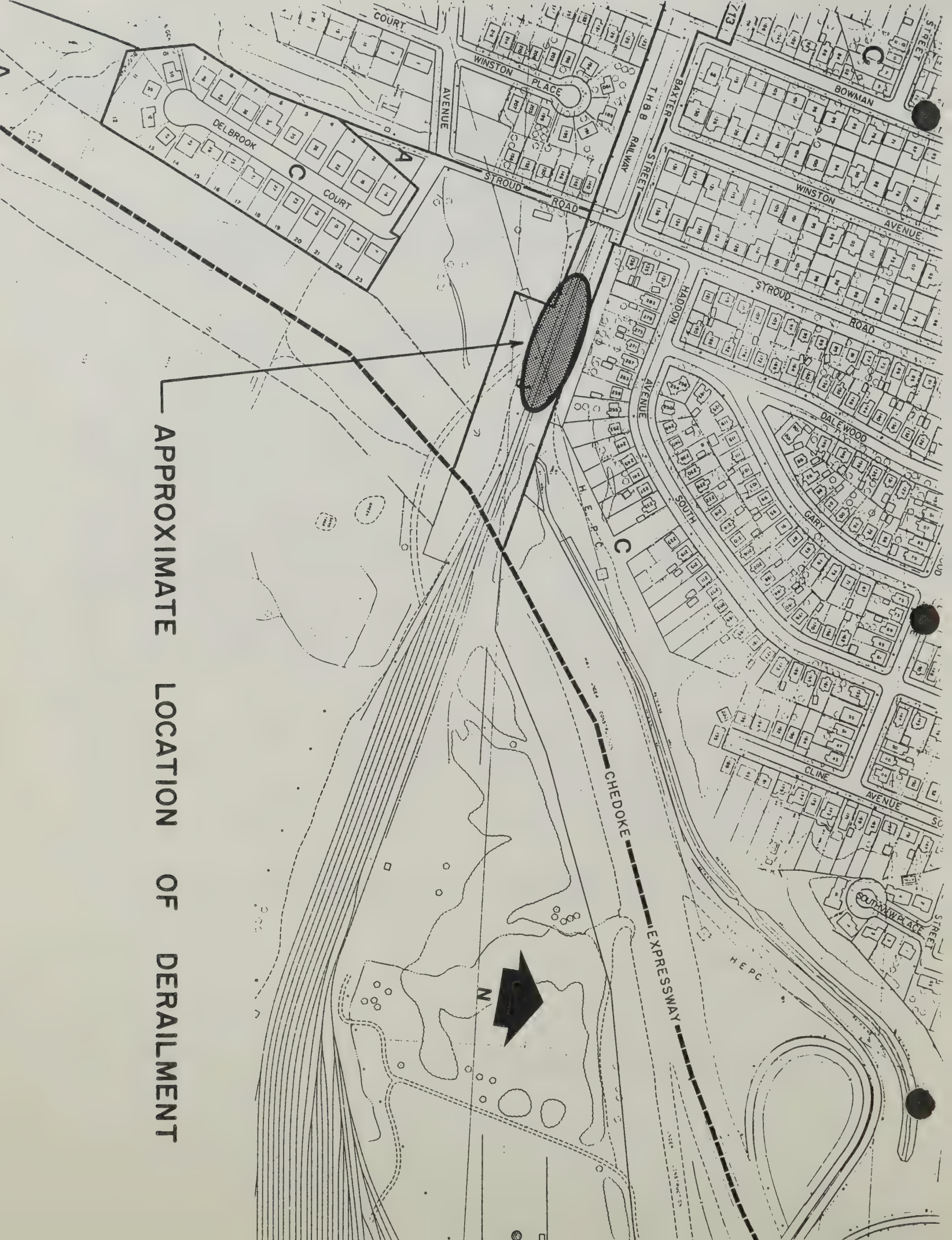
The railway officials are aware of the City of Hamilton Municipal Emergency Plan which indicates the procedures to be undertaken in the event of an emergency. Their assessment of this derailment resulted in a decision not to put the emergency plan into effect since the derailment was of a minor nature. The National Transportation Agency of Canada was not notified since the damage was less than \$7,500.00.

The Police and Fire Department records for the date of the derailment confirm that they were not contacted for assistance.

  
RPM:lj  
Attach.

cc: Chief L. Saltmarsh, Fire Department  
cc: Chief R. Hamilton, Regional Police

APPROXIMATE LOCATION OF DERAILMENT





FOR ACTION

20 (a)

FROM K. A. Rouff, City Solicitor

DATE 1988 January 19

TO Transport and Environment Committee  
Attention: Mr. R. Prowse, Secretary

Refer To File No. 65-2.0(7)

Attention Of Lian Lawrence

Your File No. \_\_\_\_\_

SUBJECT

By-law to reconstruct portions of Beland Ave., Brant St.,  
Craigroyston Rd., East 26th St., Glen Rd., Haymarket St.,  
Hughson St., Isabel Ave., & Kenora Ave., as Set out in Schedule "A"  
Hereto - 1988 Reconstruction/Resurfacing Programme

RECOMMENDATION

That City Council enact the attached By-law on February 23, 1988 in  
accordance with the authorization contained in Item 4 of the 1st  
Report of the Executive Committee, adopted by City Council on  
January 12, 1988

BACKGROUND

City Council on January 12, 1988, directed the City Solicitor to  
prepare the by-law above referred to.

The Public Notice will be printed in The Hamilton Spectator on  
Saturday, January 23, January 30, February 6 and February 13, 1988 at  
the request of the Regional Transportation Services Department.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. L. Franco

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

20(b)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 January 29  
COMM FILE:  
DEPT FILE: 65-1.605

SUBJECT:

By-law to Extend Brigade Drive by Incorporating Therein  
Block 147, Plan 62M-502

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988  
in accordance with the authorization contained in the 2nd Report  
of the Transport and Environment Committee, Item 9(b), adopted  
by City Council on January 26, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor  
to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



FOR ACTION

20(c)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

**DATE:** 1988 January 29  
**COMM FILE:**  
**DEPT FILE:** 65-1.606

SUBJECT:

By-law to Extend Dublin Drive by Incorporating Therein  
Block 148, Plan 62M-502

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 9(b), adopted by City Council on January 26, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

20(d)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

**DATE:** 1988 January 29

**COMM FILE:**

**DEPT FILE:** 65-1.607

SUBJECT:

By-law to Extend Josephine Drive by Incorporating Therein  
Block 149, Plan 62M-502

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 9(b), adopted by City Council on January 26, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



FOR ACTION

20(e)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 January 29  
COMM FILE:  
DEPT FILE: 65-1.608

SUBJECT:

By-law to Extend Delancey Boulevard by Incorporating Therein  
Block 150, Plan 62M-502

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 9(a), adopted by City Council on January 26, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

206A

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

**DATE:** 1988 January 29

**COMM FILE:**

**DEPT FILE:** 65-1.609

SUBJECT:

By-law to Widen Hussar Avenue by Incorporating Therein  
Block 151, Plan 62M-502

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 9(a), adopted by City Council on January 26, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 26, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



RECEIVED

FEB 11 1988

FOR ACTION

20(g)

CITY CLERKS  
REPORT TO:

Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM:

K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 February 5

COMM FILE:

DEPT FILE: 65-1.590

SUBJECT:

By-law to Widen Balharbour Drive by Incorporating Therein  
Parts 1 and 6, Plan 62R-8979

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 2nd Report of the Transport and Environment Committee, Item 18, adopted by City Council on January 27, 1987.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on January 27, 1987, directed the City Solicitor to prepare the by-law above referred to. This highway will enter upon a Regional road, thereby requiring the consent of The Regional Municipality of Hamilton-Wentworth. This consent was obtained on February 2, 1988 when Regional Council adopted Item 19 of Report 2-88 of the Engineering Services Committee.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





RECEIVED

FOR ACTION

20(h)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

**DATE:** 1988 February 5  
**COMM FILE:**  
**DEPT FILE:** 65-1.610

SUBJECT:

By-law to Extend Beddoe Drive by Incorporating Therein Part 1,  
Plan 62R-9346

RECOMMENDATION

That City Council enact the attached by-law on February 23, 1988 in accordance with the authorization contained in the 4th Report of the Transport and Environment Committee, Item 7, adopted by City Council on February 24, 1987.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on February 24, 1987, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



FOR ACTION

21

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

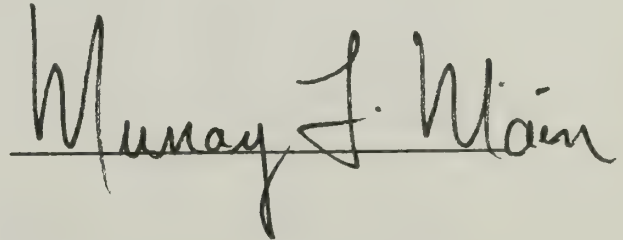
DATE: 1988 February 09  
COMM FILE: 3-9.4  
DEPT FILE: TEC-24-88

SUBJECT:

Intersection of Connaught Avenue South and Dunsmure Road - Intersection Control.

RECOMMENDATION

That no action be taken on the request for 4-way stop control at the intersection of Connaught Avenue South and Dunsmure Road.



FINANCIAL IMPLICATIONS

The installation of an additional stop sign on Connaught Avenue at Dunsmure Road would result in increased motor vehicle operating costs of \$5,500 annually.

BACKGROUND

The Traffic Department has been corresponding with Alderman Brian Hinkley for several months respecting the intersection control at Connaught and Dunsmure. In August, 1987, Alderman Hinkley forwarded to the Traffic Department a petition containing 27 signatures requesting that 4-way stop control be implemented at this intersection because of the speed and volume of traffic on Connaught Avenue in this area.

Presently, eastbound and westbound traffic on Dunsmure is required to stop for northbound and southbound traffic on Connaught and a Traffic Department investigation had determined that the existing stop signs are well located and readily visible. Records indicate that there have been 9 reported accidents at this intersection in the past 7 years. Five of these accidents involved eastbound motorists on Dunsmure who failed to yield the right-of-way to northbound motorists on Connaught, and may be directly attributed to a visibility obstruction created by parked vehicles on the west side of Connaught, south of Dunsmure. Therefore, in order to improve conditions at this intersection, the Traffic Department recommended to the Transport and Environment Committee that a 52 foot corner clearance be implemented on the west side of Connaught, south of Dunsmure. This recommendation was approved by the City Council on 1987 November 10 and the traffic by-law amendment was endorsed by the Regional Council on 1987 December 15. The "No Stopping" signs are scheduled to be erected shortly.

Traffic on Connaught presently stops at three out of four streets intersecting with Connaught in the 1800 foot section between Main and Cannon. Also, traffic on Connaught presently stops at King and Main approximately 550 feet to the north and south of Dunsmure. An additional stop location on Connaught at Dunsmure would be over-restrictive and unnecessary.

A traffic count conducted at the intersection on 1987 December 01 indicates that the average volume of weekday traffic on Connaught in the vicinity of Dunsmure is only approximately 400 vehicles per day. Experience has shown that 1,000 vehicles per day is certainly not abnormal for a local residential street. Thus, we must conclude that the volume of traffic on Connaught in the vicinity of Dunsmure is not likely to cause any traffic problems.

A speed study was conducted on Connaught between King and Main on 1987 December 02 from 7:00 a.m. to 10:00 a.m. and 2:00 p.m. to 6:00 p.m. The study indicates that the 85th percentile speed (the speed at or below which 85% of all motorists are travelling) is 45 kph (27 mph) for northbound traffic and 39 kph (23 mph) for southbound traffic. Only 5 vehicles were found to be travelling in excess of 55 kph (33 mph) during the study. This speed profile is certainly not abnormal for a local residential street. In any case, experience has shown that stop signs are not effective as speed control devices, and result in disrespect for the stop sign in general by the motorist.

The Traffic Department uses certain criteria to determine when all direction stop control should be utilized at an intersection, because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past accident record, and to severe visibility obstructions which make it necessary for all vehicles to stop. None of these criteria are met at this intersection at this time.

It has been documented that the erection of a single stop sign on any given route will in no way effect the volume of traffic. The installation of an additional stop sign on Connaught at Dunsmure would result in increased motor vehicle operating costs of \$5,500 annually.



In summary, to improve visibility at the intersection of Connaught and Dunsmure, the City Council has enacted a by-law to implement a corner clearance at the south-west corner. The traffic volumes and speed of vehicles on Connaught are normal for this type of street. However, as on all City streets, some motorists do exceed the speed limit. For these reasons, the Traffic Department does not recommend that 4-way stop control be implemented at the intersection of Connaught and Dunsmure.



<table border="1"> <tr> <td>70</td> <td>71</td> <td>72</td> </tr> <tr> <td>48</td> <td>126</td> <td>35</td> </tr> <tr> <td>124</td> <td>12</td> <td>37</td> </tr> </table>	70	71	72	48	126	35	124	12	37	<p>CITY OF HAMILTON</p> <p><b>STIPELEY</b></p> <p><b>ZONING</b></p>	
70	71	72									
48	126	35									
124	12	37									
<p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>											
<p>Neighbourhood Boundary</p> <p>Zoning Boundary.</p>		<p>0 100 m</p> <p>SCALE 50 m</p> <p>NORTH</p>									
<p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth</p>		<p>PLANNING UNIT NO 6606</p> <p>June 1985</p> <p>PAGE NO 126</p>									







E. A. SIMPSON  
CITY CLERK

K. E. AVERY  
DEPUTY CITY CLERK



Urban Municipal  
Collections  
Public Library

LBN JT 4

# THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

1988 February 26

*Kathy Deuter*

CA 4 ON HBL 405  
CS176

1988

## NOTICE OF MEETING

### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1988 February 29  
2:00 o'clock p.m.  
Room 233, City Hall

URBAN MUNICIPAL

FEB 29 1988

GOVERNMENT DOCUMENTS

*R. C. Prowse*

R. C. Prowse, Secretary

RCP:mjw

## A G E N D A

### DIRECTOR OF PUBLIC WORKS

1. Hamilton Rotary Club - Easter Seals Campaign - Request for Waiver of Banner Fee
2. Third Section Recycling Enterprises - Townhouse and Condominium Complexes

### DIRECTOR OF PROPERTY

3. Sale of Alleyway between 57 and 59 Strathcona Avenue South to the north-south alleyway.
4. Sale of East Portion of Alleyway north of King Street East between Wellington Street North and West Avenue North.
5. Policy regarding the Sale Price of Closed Alleys and Walkways.

### DIRECTOR OF TRAFFIC SERVICES

6. Intersection of Parkdale Avenue North and Britannia Avenue - Request for a School Traffic Officer.
7. North side of Young Street, west of West Avenue South - Request to Shorten Loading Zone.



8. South side of Haymarket Street, west of John Street South - Driveway Clearance.
9. Buckingham York Ltd., property on the north/west corner of Catharine Street South and Young Street - Application for Boulevard Parking.
10. Time Limit Exemption Permits
  - (a) Apartment Building at No. 57 West Avenue North
  - (b) Apartment Building at No. 1061 King Street West
11. South side of Stinson Street between Emerald Street and Ontario Avenue - Parking Regulations.

COMMISSIONER OF ENGINEERING

12. "DESANTIS GARDENS", Hamilton
13. Encroachment Agreement, Dofasco Inc. Pipe Bridge, Beach Road, Stapleton Avenue and Dofasco Avenue.
14. Banner Display Applications
  - (a) "988 Ukranian Orthodox Millennium 1988  
Copp's Coliseum - August 14, 1988"  
July 25, 1988 to August 1, 1988
  - (b) "H.D.E.C. Welcomes Members to Ontario Electric  
League Conference April 14, 15 & 16"  
April 11, 1988 to April 18, 1988
  - (c) "Don't Be Slow - Clear Your Snow"  
December 12, 1988 to December 26, 1988
  - (d) "Canadian Occupational Health & Safety Week"  
June 19 - 25  
June 6, 1988 to June 13, 1988
  - (e) "Physiotherapy Week" LOGO  
March 14, 1988 to March 21, 1988
15. Integra Recycling Ltd. - Application to the Ministry of the Environment for a Certificate of Approval to process and recycle car batteries at its proposed facility located at 442 - 446 Burlington Street, Hamilton.
16. Incorporating Certain Lands into Ramsden Drive and Rushdale Drive.
17. Subdivision Agreements
  - (a) Plan of Subdivision for "WENTWORTH PLACE - PHASE 1", Hamilton





(b) Plan of Subdivision for "TEMPLEMEAD NO. 2 SURVEY - PHASE 5",  
Hamilton

(c) Plan of Subdivision for "HILLSIDE TERRACE - PHASE 4", Hamilton

18. Hamilton Perimeter Road - Phase I Report

#### BILLS

19. (a) By-law to Authorize the Sale of Closed Highway (Alleyway) being the North-South Alley between Wentworth Street and Ashley Street, from the First Alley South of Cannon Street, to the Second Alley South of Cannon Street and Designated as Part 4, Plan 62R-9030.

(b) By-law to Extend Greenshire Drive by Incorporating Therein Part 1, Plan 62R-8911.

(c) By-law to Extend Rupert Court by Incorporating Therein Parts 4 and 7, Plan 62R-8968.

(d) Proposed Expropriation to extend Greenhill Avenue.

#### DELEGATIONS 3:30 p.m.

20. Hamilton Harbour Remedial Action Plan (RAP) 2nd Interim Report "Analysis of Options", Mr. K. Rodgers, Coordinator, Hamilton Harbour Remedial Action Plan.



OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
2. Proposed Closing of Access to Alley - Head and Lamoreaux Street	Oct. 20/87	Mr. Leach	Awaiting response from applicant
3. Intersection Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
4. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
5. Increasing numbers of School Traffic Officers	Jan. 4/88	Mrs. Buist	Report Pending
6. Increasing amount of road re-construction	Jan. 4/88	Mr. Leach	Report Pending
7. Strathcona Avenue and Florence Street - School Traffic Officer	Jan. 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
8. How S.T.O. Studies are conducted	Jan. 18/88	Mrs. Buist	Report Pending
9. Local Improvement Charges for Alleys	Jan. 18/88	Mr. Leach	Report Pending
10. Cablevision Pedestal in front yards		Mr. Leach	Report Pending
11. Speed of Trains	Feb. 15/88	Council	Tabled by Council January 27/87
12. Raising Snow Plough at Driveways	Feb. 15/88	Mr. Pavelka	Report Pending







CITY COUNCIL  
HAMILTON, CANADA

Alderman Vince Agro  
Chairman — Legislation  
Committee

71 MAIN STREET WEST L8N 3T4 • (416) 526-2733 • RES. (416) 528-2009 — WARD 2

February 17, 1988

Mr. R. Prowse, Secretary  
Transport & Environment Committee

Dear Mr. Prowse:

Attached are copies of correspondence I have received from the Hamilton Rotary Club regarding an application for a banner display for the Easter Seals Campaign.

I believe they are asking for a waiver of the fee for this banner.

Could you please look into this matter and have it placed on the next agenda of the Transport & Environment Committee.

Would you also please contact Mr. Logan to have him appear before the Committee on this matter and provide me with copies of any correspondence relating to this.

Thank you for your cooperation and I look forward to your reply.

Sincerely,

*Vince Agro*  
Vince Agro  
Alderman, Ward 2

VJA:sn

Attch.

c.c. Alderman H. Merling, Chairman, Transport & Environment Committee  
Mr. J. Logan, Agro, Zaffiro, M.P.O. Box 1069, Hamilton, L8N 3G6

# SUPERFISHION

JAN 13 1988

*Bath & Fighter*

The  
Easter Seal  
Society  
ONTARIO

JOHN W. LOGAN, Esq.  
Chairman 1988 Easter Seals Campaign  
c/o Messrs. Agro, Zaffiro, et al  
Barristers & Solicitors  
M.P.O. Box 1069  
3900-100 Main Street East  
Hamilton, Ontario  
L8N 3G6

(416) 527-6877

COPY

January 13, 1988

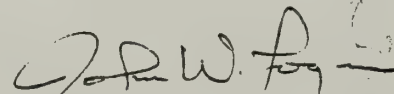
Alderman Henry Merling  
Chairman, Transportation and  
Environment Committee  
City Council  
Corporation of the City of Hamilton  
City Hall  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Sir:

Re: Hamilton Rotary Club - Application for Banner Display  
March 21st, 1988 through March 28th, 1988

Further to my discussions in this regard with Alderman Vincent Agro, I wish to formally request, as Chairman of the 1988 Easter Seals Campaign for Hamilton, the waiver by the City of Hamilton of the usual \$125.00 installation and removal fee. As you know, the Mayor and Regional Chairman have been long-time supporters of our campaign. The City has in past years generously provided space for the display of an Easter Seals banner on the balcony at City Hall. With the passing of this practice, we have undertaken the considerable expense of obtaining a banner for installation across Main Street. Any assistance which your Committee could provide us by waiver of the usual fee would be greatly appreciated.

Yours very truly,



JOHN W. LOGAN, Chairman  
Easter Seals Campaign, 1988  
For the Rotary Club of Hamilton

JWL:cb  
cc Alderman Vincent Agro  
Chairman, Legislation Committee

The Easter Seal Superfishion is a project of the Easter Seal Society of Ontario, a registered charity.

Ontario: CHRCO (Chronic Home Care Organization) - 1000 Dundas Street West, Suite 200, Toronto, Ontario M6J 1B5

Quebec: VML (Vieilles Maisons Legeres) - 1000 Avenue du Parc, Suite 100, Montreal, Quebec H3A 2B4

Western Canada: The Western Canadian Superfishion Project - 1000 Main Street East, Suite 100, Hamilton, Ontario L8N 3G6

FEB - 1 1988

# MEMORANDUM • CITY OF HAMILTON

TO : Alderman V. Agro, Chairman  
Legislation Committee

FROM : Mrs. Susan K. Reeder, Secretary  
Legislation Committee

SUBJECT : Grant Money for Putting Up  
Banners across Main Street

YOUR FILE:

OUR FILE :

DATE : 1988 January 29

Further to your request for reports on the above-noted matter, I attach herewith a report from the Regional Engineer and the Co-Ordinator of the Grants Sub-Committee.

*Susan K. Reeder.*

SKR:dlm  
Attch.





THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Engineering  
71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4170

JAN 27 1988

ID #0010D (35)

January 22, 1988

Refer to File No. T103-36  
Attention of R. P. Meiers  
Your File No.

Corporation of the City of Hamilton  
Office of the City Clerk's

Att: Mrs. S. K. Reeder, Secretary  
Legislation Committee

Grant Money for Putting Up  
Banners Across Main Street  
Your Memorandum dated January 15, 1988

Gentlemen:

In response to the above-noted memorandum, we wish to advise that the \$125.00 fee was approved by City Council on September 30, 1986 in adopting Item 2 of the 16th Report of the Transport and Environment Committee. This fee is to cover the cost to erect and lower the banner while the road is closed to traffic. You may wish to contact the Public Works Department, who are responsible for this work to determine the actual cost. A decision to provide grant money for displaying the banners across Main Street would have to be made by Council.

J. R. G. Leach  
Commissioner of Engineering

*RP*  
RPM:lj  
*km*

cc: J. G. Pavelka, Director  
Public Works Department



# MEMORANDUM • CITY OF HAMILTON

TO : Mrs. Susan K. Reeder  
Secretary, Legislation Committee

YOUR FILE:

FROM : Mr. D. K. Beattie  
Co-ordinator, Grants Sub-Committee

OUR FILE :

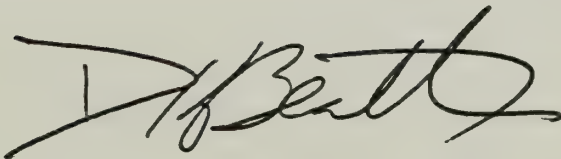
SUBJECT : GRANT MONEY FOR PUTTING  
UP BANNERS ACROSS MAIN STREET

DATE : 1988 January 21

Although grant applications are still coming in, I am not aware of any specific grant request to offset the display costs of banners across Main Street.

To respond to your second question of your letter dated January 15, 1988, the City has in place a "user pay" policy. Outside of a grant, I am not aware of any other source to cover these costs.

The Grants Sub-Committee is meeting on Tuesday, January 26th to continue processing the 1988 Grants. Please advise me if this issue should be brought to the attention of the Grants Sub-Committee.



DKB/an



FOR ACTION

2

REPORT TO: Mr. R. Prowse, Secretary  
Transport & Environment Committee

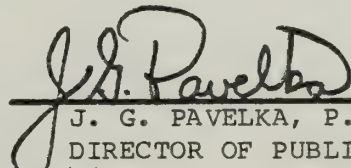
FROM: J. G. Pavelka, Director  
Public Works Department

DATE: 1988 Feb. 15  
COMM FILE:  
DEPT FILE: 88-2000D

SUBJECT: Third Sector Recycling Enterprises  
- Townhouse & Condominium Complexes

RECOMMENDATION

That a letter to townhouse/condominium complexes presently not involved in the multi-material recycling program, advocating that the property owners/managers make the necessary arrangements with Third Sector Employment Enterprises, be endorsed.

  
J. G. PAVELKA, P.ENG.  
DIRECTOR OF PUBLIC WORKS

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

Presently, Third Sector is picking up recyclable materials, newspapers, cans and glass from most households within the City of Hamilton.

Unfortunately, a number of townhouse/condominium complexes are excluded because the pick up of the recyclable materials requires Third Sector to drive onto private internal roadways. Currently there are approximately 45 developments where residents are not able to participate in the recycling program because arrangements have not been made between Third Sector and the property owners/managers to enter onto the private internal road system.

To encourage the residents in these complexes to participate in the recycling program, it is being recommended that the attached letter be sent to appraise the property owners/managers of the City of Hamilton's involvement and support for the program.

Third Sector will respond to all questions and concerns with respect to insurance, liability and collection of the materials.

JGP:jh  
Attch.

c.c. Mr. P. Jensen  
Third Sector Employment Enterprises





# THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

The City of Hamilton, along with Third Sector Employment Enterprises, is committed to a recycling program including newspapers, cans and glass. Recycling of these materials will significantly reduce the volume of waste being burned in SWARU and being dumped in the regional landfill.

To enhance recycling in the City of Hamilton, blue recycling containers are being purchased to further enhance the volume of paper, glass and cans being recycled.

By contacting the City of Hamilton's recycling contractor, Hamilton-Wentworth Third Sector Employment Enterprises, a non-profit organization dedicated to providing work experience to area youth, you can ensure that this service will be provided. Third Sector will only require the addresses of the unserved complexes.

Your attention to this matter would be greatly appreciated, as distribution of the "blue boxes" is scheduled to begin on March 7, 1988, Please call:

MR. PHIL JENSEN  
THIRD SECTOR EMPLOYMENT ENTERPRISES  
528-9287 OR 528-9664

Thank you for your cooperation in making this a successful recycling program.

---

Alderman H. Merling  
Chairman  
Transport & Environment Committee

---

J. G. Pavelka, P.Eng.  
Director of Public Works



FOR ACTION

3

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE February 5, 1988  
COMM FILE:  
DEPT FILE: 30.1.42  
(4509)

SUBJECT:

Sale of Alleyway between 57 and 59 Strathcona Avenue South  
to the north-south alleyway

RECOMMENDATION

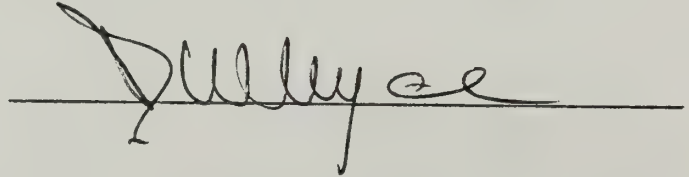
1. That an Offer to Purchase executed by Mr. Donald Zeller on February 2, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 750 square feet (more or less) and is located south of 57 Strathcona Avenue South.

The purchase price of \$750.00, which is subject to adjustments pursuant to Schedule "A", is to be credited to account 0280-02. A certified deposit cheque in the amount of \$75.00 is being held by the City Treasurer pending approval of this transaction.

2. That an Offer to Purchase executed by Fernando Demiglio and Aurora Demiglio on January 20, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 420 square feet (more or less) and is located north of 59 Strathcona Avenue South. The purchase price of \$420.00, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$40.00 is being held by the City Treasurer pending approval of this transaction.
3. That an Offer to Purchase executed by Strama Properties Inc. on January 8, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed. The subject parcel contains 363 square feet (more or less) and is located at the rear of 392 Main Street West. The purchase price of \$363.00, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$36.00 is being held by the City Treasurer pending approval of this transaction.

RECOMMENDATION - Continued...

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the alleyway between 57 and 59 Strathcona Avenue South and the passage and registration of a by-law to sell the herein described land.

A handwritten signature, likely "D. L. Leach", is written over a horizontal line.

FINANCIAL IMPLICATIONS - N/A

BACKGROUND

On February 24, 1987 in adopting Item 9 of the Fourth Report of the Transport and Environment Committee, City Council approved an application to close the subject alleyway. We therefore recommend approval and completion of these transactions.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor  
Attention: Ms. L. Lawrence
- Mr. E.C. Matthews, City Treasurer
  - Mr. J.R.G. Leach, Regional Commissioner of Engineering  
Attention: Mr. R. Meiers  
Attention: Mr. M. Chidley



FOR ACTION

4

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: February 11, 1988  
COMM FILE:  
DEPT FILE: 30.1.43  
(4509)

SUBJECT:

Sale of East Portion of Alleyway north of King Street East  
between Wellington Street North and West Avenue North

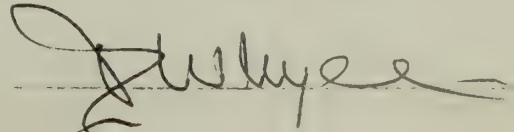
RECOMMENDATION

That an Offer to Purchase executed by Trillium Funeral Services Corporation on January 20, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley north of King Street East between Wellington Street North and West Avenue North, be approved and completed.

It is understood and agreed that:

- (a) The owners of 15 West Avenue North and their successors in title agree to allow the City of Hamilton to park a vehicle on their parking lot when servicing the park on the north side of King Street East between Wellington Street North and West Avenue North.
- (b) This Offer is conditional upon a Judge's Order being granted to close the alleyway north of King Street East between Wellington Street North and West Avenue North and the passage and registration of a by-law to sell the herein described land.

Note: This alley forms part of the East/West alley north of King Street East between Wellington Street North and West Avenue North. The subject parcel has a frontage along the westerly limit of West Avenue North of 12 feet (more or less) by a depth of 122.85 feet (more or less) containing 1,474.20 square feet (more or less). The purchase price of \$17,690.00, which is subject to adjustments, pursuant to Schedule "A" of the agreement is to be credited to account 0280-02. A certified deposit cheque in the amount of \$1,800.00 is being held by the City Treasurer pending approval of this transaction.



FINANCIAL IMPLICATIONS

N/A

BACKGROUND

On September 30, 1986, in adopting Item 26(b) of the 16th Report of the Transport & Environment Committee, City Council approved and application to close the subject alleyway. Under the present legislation, the City is now required to set a price at fair market value for the alleyway to be conveyed. We therefore recommend approval of this transaction.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor  
Attention: Ms. L. Lawrence
- Mr. E.C. Matthews, City Treasurer
- Mr. J.R.G. Leach, Regional Commissioner of Engineering  
Attention: Mr. R. Meiers  
Attention: Mr. M. Chidley

5

FOR ACTION

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D. W. Vyce, Director of Property

DATE: February 22, 1988

COMM FILE:

DEPT FILE:

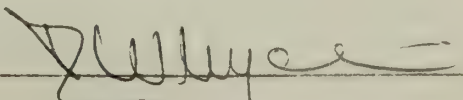
SUBJECT:

Policy regarding the Sale Price of Closed Alleys and Walkways

RECOMMENDATION

That the following policy on the sale prices of closed alleys and closed walkways be adopted:

1. That the sale prices for the disposal of all closed alleys and closed walkways whether closed through Judge's Order or By-law procedures be as follows:
  - (a) for sales to adjacent residential home owners - \$1.00;
  - (b) for sales to adjacent commercial/industrial land owners- Fair Market Value.
2. That in addition to the sale price referred to above, each applicant shall:
  - (a) pay the application fee set from time to time by Council (presently \$217.00), his own legal fees and survey costs;
  - (b) relocate fences and remove the pavement or surface covering at the applicant's expense; and,
  - (c) pay for the cost of relocating utilities (if any), and outstanding charges (if any), such as local improvement charges.
3. That the policy set out in paragraph 1(a) above shall not only apply to all subsequent sales of closed alleys or walkways to abutting homeowners, but also to the sale of walkways and alleys to abutting homeowners that Council has already authorized to be closed and that offers to purchase such closed alleys or walkways already accepted by Council shall have their sale price so revised, provided the conveyance has not been registered.

  
\_\_\_\_\_

### FINANCIAL IMPLICATIONS

With the adoption of the recommendations, there will be loss of revenue for the City from the sale of these alleys and walkways; however, the amount is nominal.

### BACKGROUND

With increase in applications for closure of alleys and walkways, there has been resistance by abutting homeowners to pay market value for the acquisition of the closed alley abutting their homes.

In 1987, The Transport & Environment Committee recommended against charging an abutting homeowner (Mrs. Lynch), market value for a closed walkway connecting Laird Drive with Lockheed Drive.

The interpretation of the Municipal Act by the Legal Department states that where an alley or walkway is closed and is to be sold, then Council is dealing with City owned land that is a public asset. Therefore, the sale price for closed alleys and walkways should reflect fair market value.

In our opinion, some alleys and walkways are increasingly becoming costly to maintain and a source of aggravation with the abutting homeowners. In view of this, the resentment by most homeowners to pay any amount for the closed alley or walkway and the decision of the Transport & Environment Committee to sell the walkway between Laird Drive and Lockheed Drive for \$1.00, we are forwarding this recommendation for consideration by the Committee and Council.

As in the past, the sale price of closed alleys or walkways to adjacent commercial landowners shall continue at Fair Market Value and all applicants shall pay a \$217.00 application as well as relocate the fences and remove the surfaces at their expense.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. J.R.G. Leach, Regional Commissioner of Engineering  
  Attention: Mr. C. Harason  
  Attention: Mr. M. Chidley



# MEMORANDUM • CITY OF HAMILTON

TO : Mr. D. W. Vyce  
Director of Property  
Attention: Mr. M. Watson  
Manager, Real Estate Division  
YOUR FILE:

FROM : D. A. Powers  
City Solicitor's Office  
OUR FILE : 65-3.0

SUBJECT : Your proposal on the  
Sale Price of closed Alleys  
and Walkways to abutting Homeowners  
DATE : 1988 February 22

Receipt is acknowledged of your draft report dated February 17, 1988 setting out your proposed recommendation on the sale price for closed alleys and walkways.

We do not agree with your recommendation that the City sell former alleys or walkways for \$1.00 to the abutting homeowners which is in effect, below fair market value. This is contrary to The Municipal Act.

It is our opinion that:


(a) By Statute, a municipality is prohibited from selling a closed alley, walkway or highway to a commercial or industrial enterprise below fair market value -because to do so, would be a prohibited bonus.

(b) Where the City sells a closed alley or closed walkway to an abutting homeowner, the sale price should be at fair market value - unless:

(i) "...the municipality is unable to sell the land at or above the sale price.." (sec.316(4), Municipal Act); or,

(ii) it is "...in the opinion of the council, in the interest of the municipality," to sell a particular former alley or walkway to a homeowner at below fair market value, then it may do so provided that Council is satisfied that such sale is "...in the interest of the municipality."

Moreover, it is our advice that every sale of a former alley or walkway should be judged on its own merits, that is to say, is it in the interest of the municipality to sell it at below fair market value to a homeowner - rather than to adopt a below market value price as a general policy.

  
\_\_\_\_\_  
D. A. Powers  
for K. A. Rouff  
City Solicitor

DAP:1b

c.c.      Chairman and Members  
            Transport & Environment Committee  
✓ Attention: Mr. R. C. Prowse, Secretary

FOR ACTION

6

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 04

COMM FILE: TEC-22-88

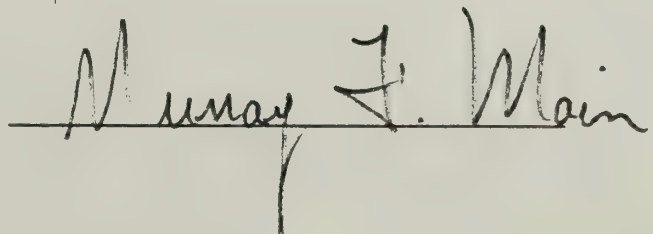
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Parkdale Avenue North and Britannia Avenue - Request for a School Traffic Officer.

RECOMMENDATION

That in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Parkdale Avenue North and Britannia Avenue at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

The Regional Police have advised that the present cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$5,980.00, and presently, there are no funds budgeted for additional School Traffic Officers.

## BACKGROUND

Alderman D. Christopherson has forwarded to the Traffic Department a petition signed by 111 residents requesting that a school traffic officer be assigned to the intersection of Parkdale Avenue North and Britannia Avenue. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

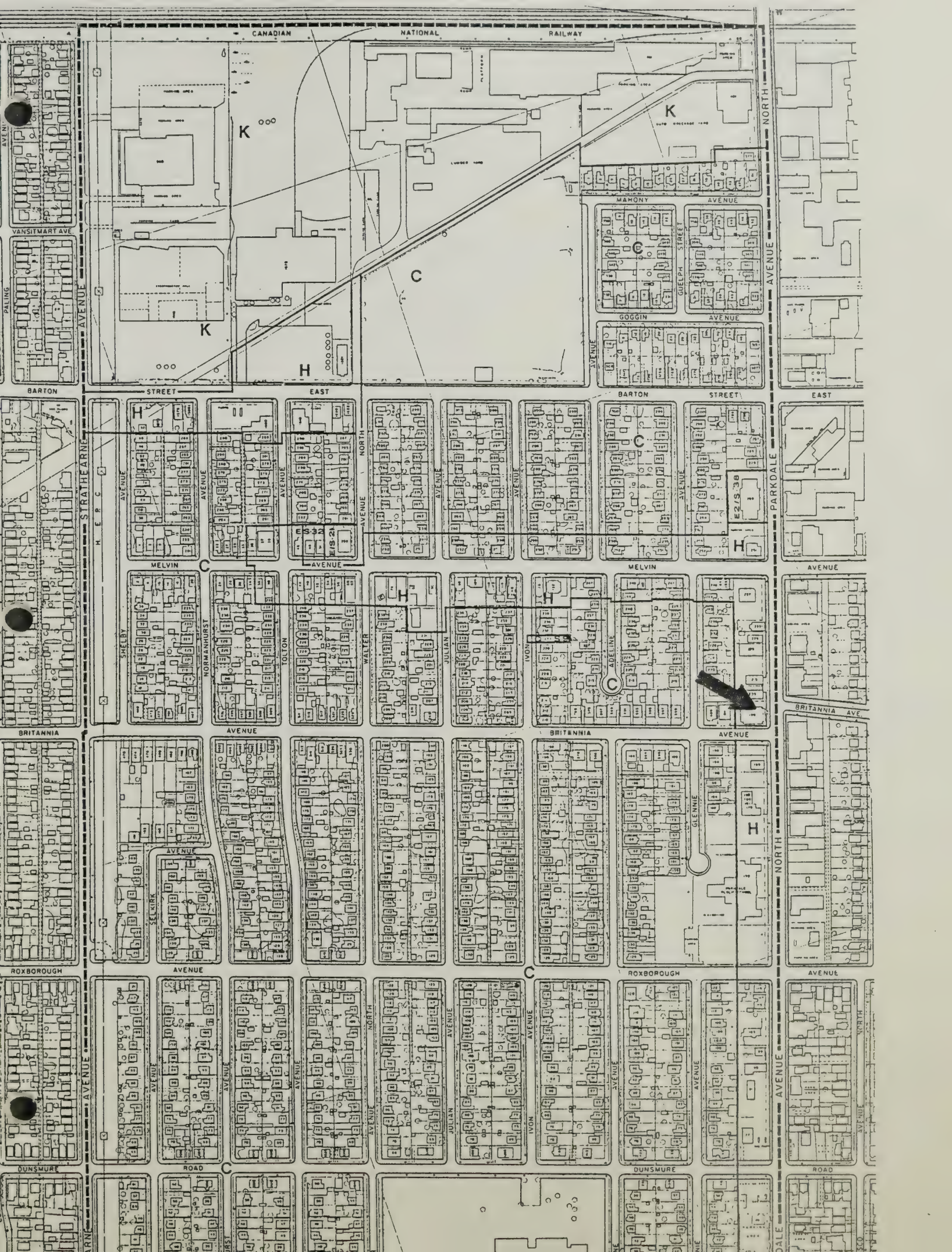
The Regional Police conducted studies at this location under normal school crossing conditions on 1988 January 18, and observed that there were generally regular safe gaps in traffic at the intersection, and that the children had no problems crossing Britannia at this location. No students were observed to cross Parkdale at Britannia. Therefore, the Regional Police have recommended that a school traffic officer not be assigned to the intersection of Parkdale and Britannia.

As requested by Alderman Christopherson, the Traffic Department has contacted Mrs. Bell, 15 Goggin Street, who circulated the petition, and Mrs. Bell has advised that the intersection is unsafe for pedestrians, since eastbound motorists who are entering Parkdale from Britannia drive into and block the crosswalk while they are waiting for a gap in traffic on Parkdale. The Regional Police, while acknowledging that this happens from time to time, did not indicate that it is causing any problems for children crossing at the intersection.

Traffic Department records indicate that in the past seven years, the intersection of Parkdale and Britannia has averaged approximately 5.2 motor vehicle collisions per year. However, in the same time period, there has been only one pedestrian accident reported at the intersection. This accident occurred on Britannia, 30 feet west of Parkdale, on 1987 June 19, and involved Mrs. Bell's nine year old daughter who ran northbound across the west leg of Britannia from between parked vehicles and who was struck by a vehicle turning right onto Britannia from Parkdale. The Regional Police Report indicates that the driver of the motor vehicle was driving properly at the time of the collision and the pedestrian was; crossing the street through traffic, running into the roadway, and was coming from behind a parked vehicle or object. The pedestrian sustained minimal injuries, and no charges were laid as a result of this incident.

For these reasons, the Traffic Department concurs with the recommendation of the Regional Police Department.









FOR ACTION

7

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 09  
COMM FILE: 3-10.10  
DEPT FILE: TEC-32-88

SUBJECT:

North side of Young Street, west of West Avenue South - Request to Shorten Loading Zone.

RECOMMENDATION

That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Young Street which commences at West Avenue and extends to a point 57 feet westerly therefrom be shortened, such that the regulation commences at a point 39 feet west of West Avenue and extends to a point 20 feet westerly therefrom; and

That the City Traffic By-law 66-100 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

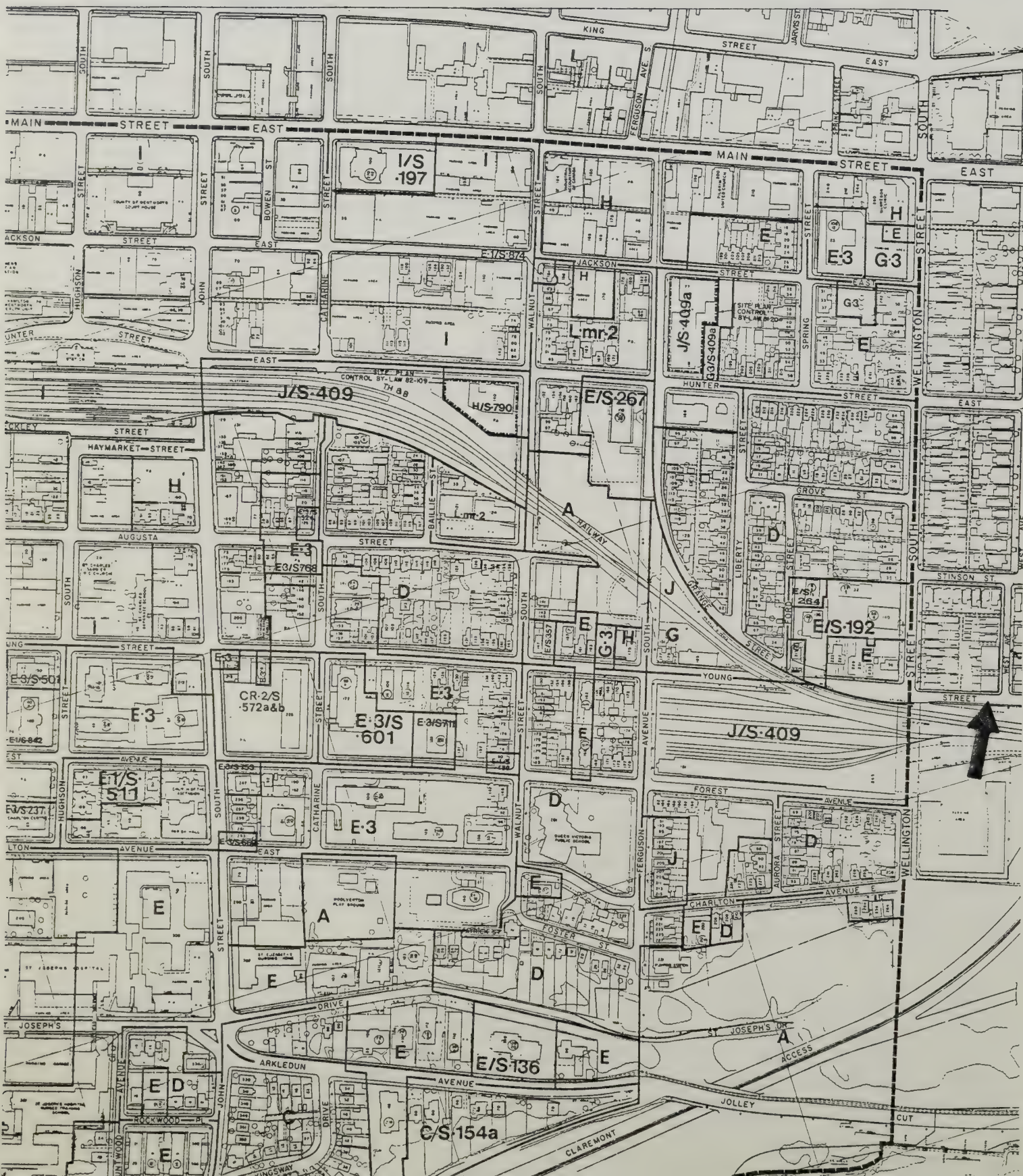
There are sufficient funds available within the 1988 Traffic Department operating budget for revising the signing at this location.

BACKGROUND

In report TEC-215-87 the Traffic Department reported respecting a request by the proprietor of Dial Delivery Service, 247 Young Street, that a part-time parking prohibition be implemented on Young Street in front of this business to allow loading and unloading to occur on-street. The Committee, and subsequently the City Council on 1987 November 10, approved a recommendation that parking be prohibited between the hours of 7:00 a.m. and 6:00 p.m., Monday to Friday, on the north side of Young between West Avenue and a point 57 feet westerly, as requested by the applicant. The part-time parking prohibition was implemented on 1987 December 14.

Shortly after the regulation was implemented, the proprietor of the business again contacted the Traffic Department, and requested that the parking prohibition be shortened by one space to allow one vehicle to continue parking on the north side of Young in front of this business. After reviewing conditions on the street, the Traffic Department concurs with this request, and recommends that the regulation be shortened accordingly.







FOR ACTION

8

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 09  
COMM FILE: 3-10.11  
DEPT FILE: TEC-31-88

SUBJECT:

South side of Haymarket Street, west of John Street South - Driveway Clearance.

RECOMMENDATION

That a stopping prohibition be implemented on the south side of Haymarket Street commencing at John Street South and extending to a point 92 feet westerly therefrom; and

That the City Traffic By-law 66-100 be amended accordingly.

*Murray F. Main*

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

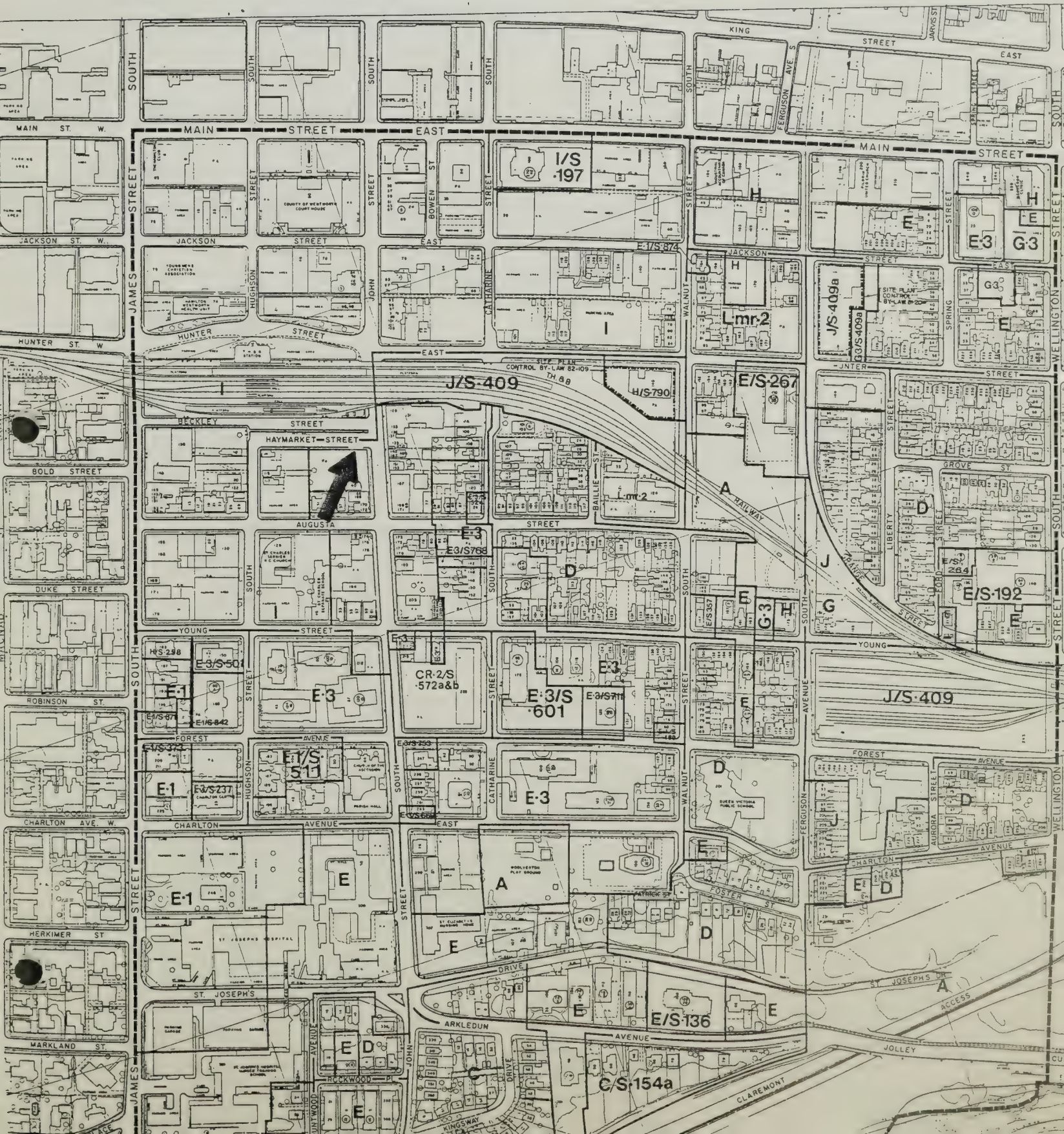
There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

BACKGROUND

The proprietor of Blue Line Taxi which is located at the south-west corner of John and Haymarket, has contacted the Traffic Department and expressed concern that a vehicle parked on the south side of Haymarket immediately west of a driveway approach to this establishment interferes with the movement of large tanker trucks into and out of the property. There is a long driveway approach ramp to this establishment on the south side of Haymarket, immediately west of John and a double-head parking meter immediately to the west. The Traffic Department has confirmed that a vehicle parked at the first metered space west of the approach would no doubt interfere with truck movements to and from the property.

In order to facilitate the movement of trucks into and out of Blue Line Taxi, it would be appropriate to remove one metered parking space, and to erect "No Stopping" signs across the driveway approach to a point approximately 20 feet westerly. There would be three parking meters remaining on the south side of Haymarket in the block between John and Hughson, as well as 14 parking meters on the north side of the street. Therefore, the loss of one parking meter directly in front of the applicant's property should not result in any serious parking problems, and the Traffic Department concurs with this request.









FOR ACTION

9.

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 19

COMM FILE: TEC-36-88

DEPT FILE: 3-9.5

SUBJECT:

Buckingham York Ltd., Property on the North/West Corner of Catharine Street South and Young Street - Application for Boulevard Parking.

RECOMMENDATION

That the application by Buckingham York Ltd., to lease a portion of the boulevards of Catharine Street South and Young Street adjacent to the parking lot located on the north/west corner of Catharine Street South and Young Street be approved provided that;

- i) the applicant pays the annual fee in accordance with the fee structure approved by City Council on 1986 March 25. (Recommended rate is \$350.00 for 12 spaces), plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one-time \$150.00 processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- v) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

- vi) the owner executes an agreement, satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss.

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### FINANCIAL IMPLICATIONS

Revenue from the leasing of these boulevards, as recommended, would be \$350.00 per year.

### BACKGROUND

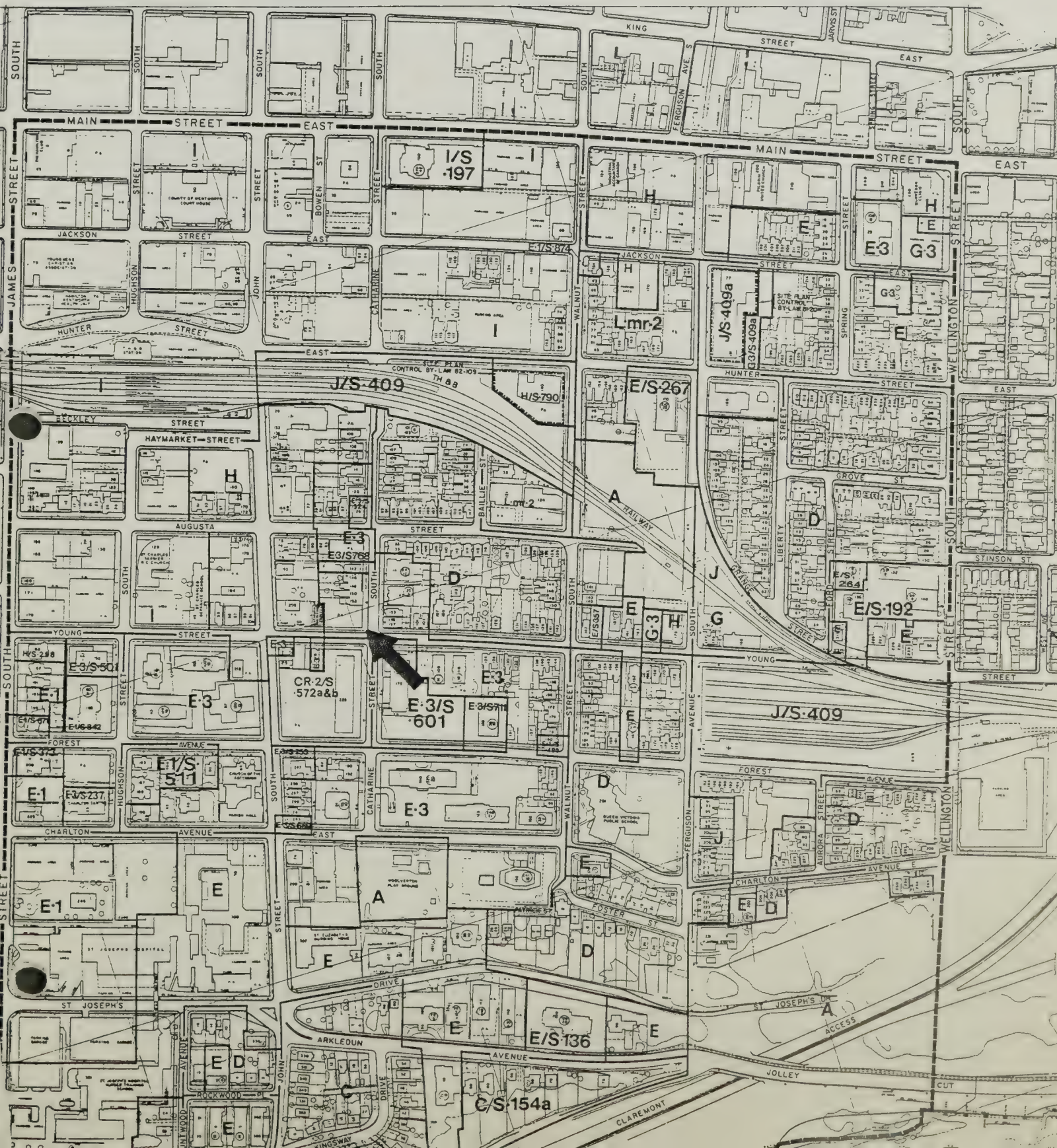
Buckingham York Ltd., has applied for permission to lease a portion of the boulevards of Catharine Street South and Young Street adjacent to the parking lot located on the northwest corner of Catharine and Young, for parking purposes.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant, and the required boulevard parking agreement is executed by the applicant and by the City.

In accordance with the boulevard parking fee structure approved by the City Council on 1986 March 25, which states that "any request for parking spaces over ten is to be brought before the Transport and Environment Committee where a determination of the fee to be charged will be made", the Committee is to determine the annual fee for this boulevard parking application. Under the previous fee structure, the annual rate for boulevard parking at these locations would be \$370.14 (based on the rate of \$2.69 per square meter). However, the current fee structure provides for \$50.00 per space per annum up to two spaces and \$25.00 per space per annum for each additional space to a maximum of ten. It is recommended that this formula be applied over and above the ten spaces. Therefore, the current rate would be \$350.00 for the 12 boulevard parking spaces on Young and on Catharine.

If the application is approved and an annual fee determined by the Committee and City Council, the Traffic Department will forward the necessary agreements to the applicant for execution.









FOR ACTION

10(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

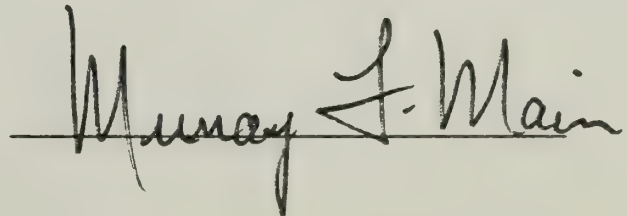
DATE: 1988 February 04  
COMM FILE: TEC-21-88  
DEPT FILE: 3-10.9

SUBJECT:

Apartment building at No. 57 West Avenue North - Application for a Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the building at No. 57 West Avenue North.

A handwritten signature in dark ink, reading "Murray F. Main", is written over a horizontal line.

FINANCIAL IMPLICATIONS

There is a potential for \$10.00 in revenue each month from the sale of parking permits to residents at No. 57 West Avenue North.

BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 57 West Avenue North, that time limit exemption permits be issued to residents of this building. The apartment building is located on the west side of West Avenue between King William and Wilson, and the applicant has

indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit" regulation that was signed on the subject section of West Avenue on 1988 January 27.

Investigations revealed that there are five dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on West Avenue in this area consist generally of single family homes.

Periodic observations reveal that West Avenue in this area is generally lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of five off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of five parking permits to the residents of this building, on a first come first served basis.

FOR ACTION

10 (b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

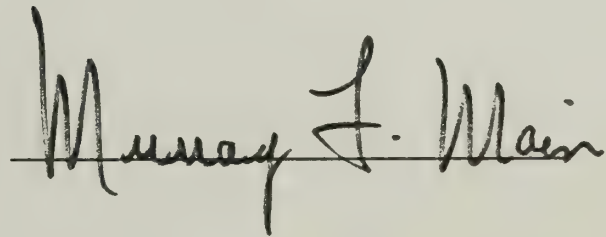
DATE: 1988 February 18  
COMM FILE: TEC-35-88  
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 1061 King Street West - Application for Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first 10 applicants residing in the apartment building at No. 1061 King Street West.



FINANCIAL IMPLICATIONS

There is a potential for \$20.00 in revenue each month from the sale of parking permits to the residents at No. 1061 King Street West.

BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 1061 King Street West, that time limit exemption permits be issued to residents of this building. The apartment building is located on the

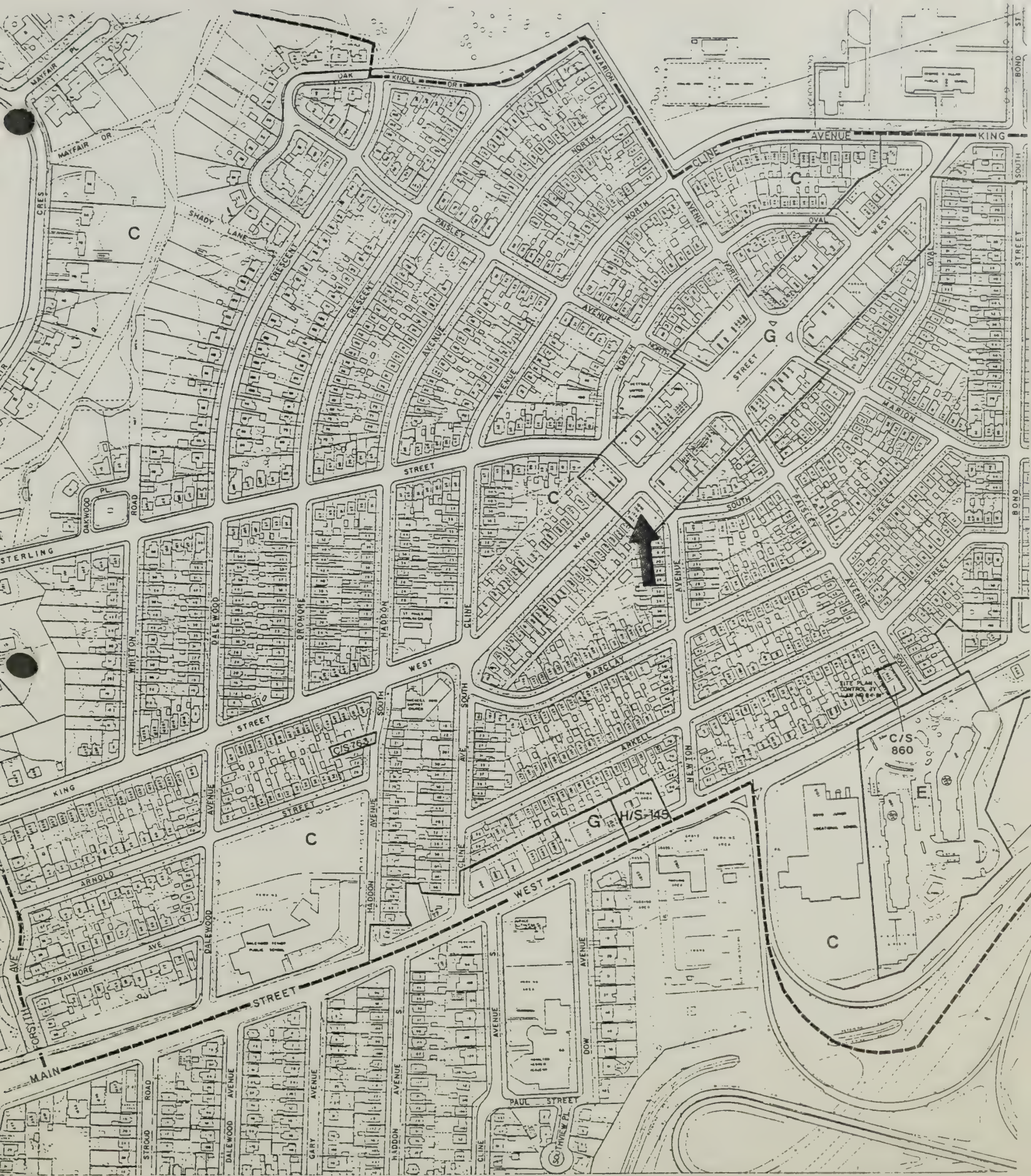
south west corner of King and Newton, and the applicant has indicated that he wishes to park his vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

Investigations reveal that there are 10 dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are generally lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 13 off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 13 off-street parking spaces in accordance with the current Zoning By-law requirements. However, it would be appropriate to issue a maximum of 10 parking permits (one permit per dwelling unit) to the residents of this building on a first come first served basis.









## FOR ACTION

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 February 05  
COMM FILE: TEC-13-88  
DEPT FILE: 3-9.2

SUBJECT:

South side of Stinson Street between Emerald Street and Ontario Avenue -  
Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited on the south side of Stinson Street between Emerald Street and Ontario Avenue; and,
- b) That the City Traffic By-law 66-100 be amended accordingly.

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FINANCIAL IMPLICATIONS

The cost of sign installation can be accommodated within 1988 current budget allocation for this activity.

BACKGROUND

In Report TEC-82-87, a copy of which is attached, the Traffic Department reported respecting traffic conditions on Stinson Street between Wentworth and Victoria. This report was a result of a meeting with Alderman W. McCulloch and the Street Group Sub-committee of the Stinson Public School Parents Group regarding traffic conditions on Stinson Street for both vehicles and pedestrians. The Committee, and the subsequently the City Council on 1987 May 12, approved a recommendation to circularize the residents of the three block

section of Stinson Street between Emerald and Ontario to determine whether or not a majority would support removing parking from the south side of this section of the street as a safety measure.

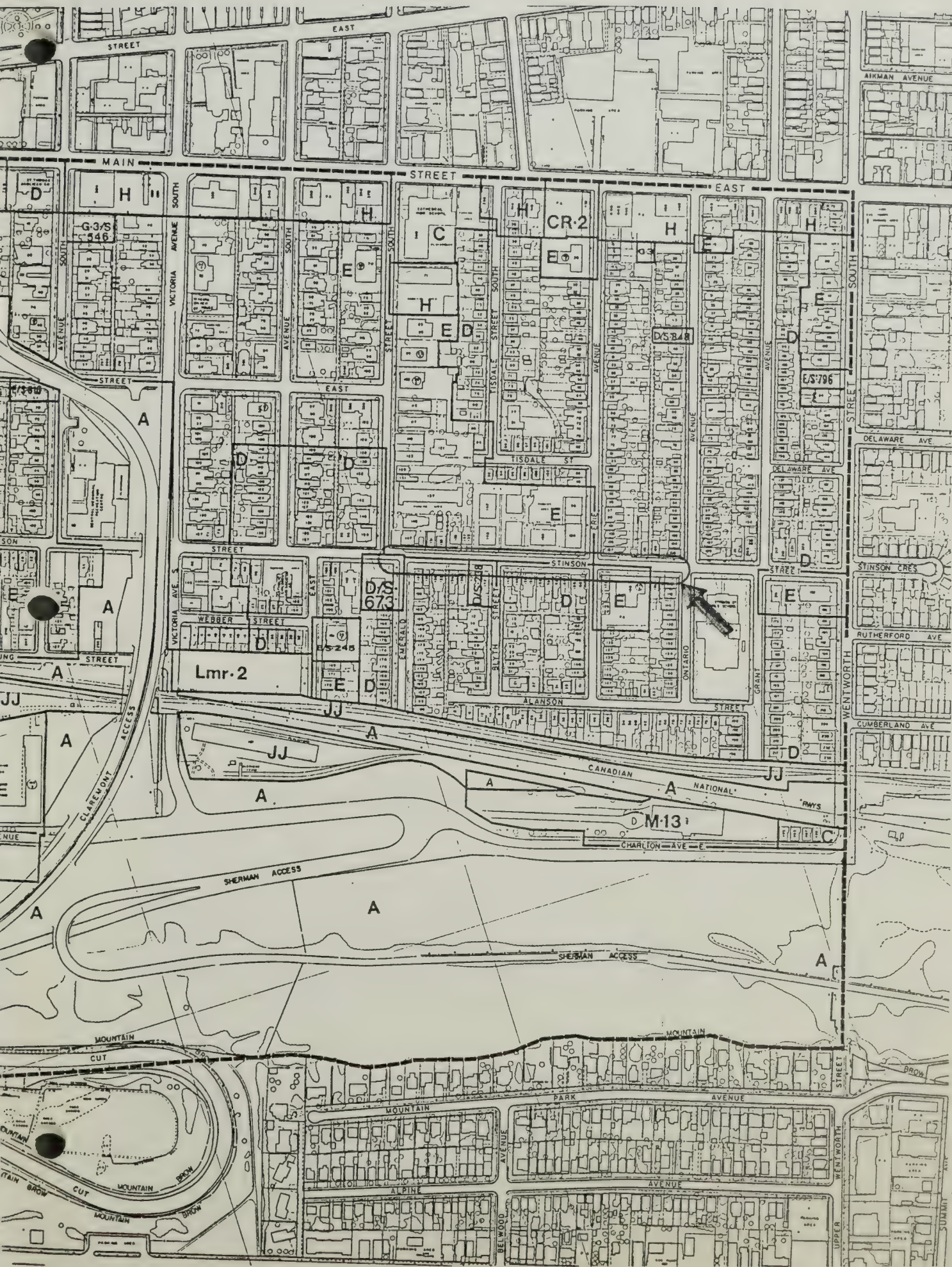
Removal of parking on this section of Stinson would allow the center line of the street to be adjusted southerly to permit a wider lane for westbound traffic. As the north sidewalk is to be widened in 1988, this will provide a greater margin of safety between large vehicles, such as buses, and pedestrians on the sidewalk. The Parents Group specifically requested this improvement.

Questionnaires were mailed to approximately 195 residents on the subject section of Stinson on 1987 November 10. It was noted on the questionnaire that residents not responding would be assumed to be in favour of removing parking from this section of the street. To date, only 11 questionnaires have been returned to this office, all objecting to the change. Therefore, it appears that the majority are not opposed to the removal of parking from the south side of Stinson between Emerald and Ontario.

The street was recently observed on 17 occasions during day and evening hours to document the usage of the parking spaces. There are 16 legal parking spaces in these blocks and the maximum number parked at any time was eight, while the average parked was only 1.9 vehicles.

The Traffic Department concludes that parking on this section of Stinson is only a matter of convenience, rather than necessity, since Stinson is a "through street" on which parking is prohibited between 2:00 a.m. and 7:00 a.m. each day. Therefore, the residents are required to have alternative parking areas for overnight parking and the removal of parking from the south side of Stinson between Emerald and Ontario to improve safety should not create any undue hardship. The Street is not generally heavily parked. Therefore, since it appears that a majority of the abutting residents are not opposed, the Traffic Department recommends that parking be prohibited on this section of Stinson Street.







F O R   A C T I O N

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services      DATE 1987 April 27

TO Transport and Environment Committee      Refer To File No. TEC-82-87

Attention Of H. Solomon

Your File No. 3-9.1

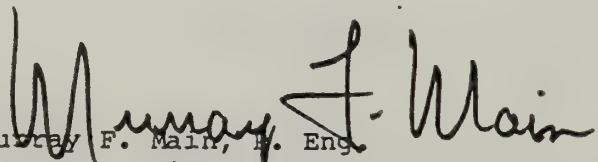
SUBJECT

Traffic Conditions on Stinson Street between Wentworth and Victoria.

RECOMMENDATIONS

That,

- i) no action be taken in regard to the request for an additional stop sign on Stinson Street between Victoria and Wentworth; and,
- ii) no action be taken in regard to the implementation of turn prohibitions at the intersection of Wentworth Street South and Stinson Street; and,
- iii) the Director of Traffic Services be directed to circularize the residents of the three blocks of Stinson Avenue between Emerald and Ontario in regard to their opinion of the removal of parking from the south side of Stinson Avenue in that three block section; and,
- iv) in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the existing hours of operation of the school crossing guard at the intersection of Stinson and Ontario be maintained; and,
- v) the existing directions of one-way operation of Rutherford and Cumberland Avenues be maintained.

  
Murray F. Main, P. Eng.  
Director of Traffic Services

BACKGROUND

On 1987 February 09, Alderman W. McCulloch and a member of the City of Hamilton Traffic Department staff met with the Street Group Sub-committee of the Stinson Public School Parents Group. The meeting was in regard to traffic conditions on Stinson Street both for vehicles and pedestrians.

A. Actions Already Taken Which Did Not Require Council Approval.

A number of the requests of the Parents Group were addressed through action immediately following the meeting.

As the sidewalk on the north side of Stinson between Emerald and Wentworth was felt to be in a sub-standard condition, a temporary overlay of asphalt was placed on the sidewalk to provide a level surface. The Transportation Department of the Regional Municipality of Hamilton-Wentworth has also placed this section of sidewalk on the reconstruction program with the intention of both providing an improved surface and a wider sidewalk than presently exists.

The traffic signal timing at the intersection of Stinson and Wentworth was reviewed and found to be appropriate. No collisions involving pedestrians were found to have occurred at the intersection during the past five years. As concerns were expressed in regard to the understanding of the signal indications, the Community Services Branch of the Hamilton-Wentworth Regional Police were requested to pay an additional visit to Stinson Street School. Signs providing information on the meaning of the pedestrian traffic signals were also erected on the poles at the intersection.

The Canada Post mail relay box at the intersection of Stinson and Ontario was intruding onto the narrow sidewalk. Arrangements were made with Canada Post to have the box relocated to a preferable position.

Concern was expressed in regard to Hamilton Street Railway vehicles driving over the curb at the intersection of Stinson and Wentworth. When the Stinson Street sidewalk is reconstructed, the northwest corner of this intersection will be reviewed and an appropriate radius provided.

The Parents Group commented in regard to vehicle speeds on Stinson Street in the vicinity of the school. Several studies by the Traffic Department found the vehicle speed profile to be entirely satisfactory, with between 85 and 90 percent of traffic travelling at or below 53 k.p.h. The Hamilton-Wentworth Regional Police Department provided speed enforcement from 1987 March 05 to 1987 March 19 on a daily basis. During this period, only three violations were issued to motorists for excessive speed. The Traffic Department concurs with the Police Department that the area is not subject to unusual vehicle speeds. Nonetheless, the Police Department has agreed to provide additional enforcement as resources permit.

Concerns were expressed in regard to the visibility of the school guard controlled crosswalk at Stinson and Ontario. Larger school crossing signs both at the intersection and in advance at the intersection were installed to improve definition of this crosswalk.

B. Request for Four-Way Stop Control

A four-way or all-way stop was requested at an unspecified location on Stinson Street. The request was based on the desire to reduce vehicle speeds on Stinson Street. As mentioned above, the vehicle speeds, as measured by the Traffic Department and as experienced through police enforcement, were found to be more than reasonable. Additionally, it is a proven fact that stop signs have no effect on vehicle speeds except in the immediate vicinity of a stop



sign. In the summertime, the noise of vehicles stopping and accelerating becomes a serious intrusion on the privacy of nearby residents who may have their windows open for ventilation.

If a stop sign were to be installed on Stinson Street, the optimum location based on geometry, would be at Erie Avenue. In the past five years, only one collision has occurred at this intersection which might have been prevented if the intersection had been controlled by a four-way stop. Four-way stop control might very well result in an increase in collisions due to the potential for rear-end or right angle collisions involving drivers who are not expecting to stop on a street with a characteristics of Stinson Street.

A four-way stop controlled intersection would likely not provide additional pedestrian protection. Pedestrians tend to cross the roadway wherever convenient and will seldom travel out of their way to avail themselves of a protected right-of-way situation.

Thus, the Traffic Department cannot support the installation of a four-way stop on Stinson Street as the potential disbenefits in terms of increased motor vehicle collisions and increased noise and pollution appear to outweigh any potential advantages.

#### C. Request For Turn Prohibition at Wentworth Street.

The suggestion was made to prohibit turns from Wentworth Street to Stinson Street. While this would certainly be effective in reducing the volume of traffic on Stinson Street, it would appear to be greatly over-restrictive. Students being delivered to school by car would not be able to access the school. The bus route on Stinson Street would have to be completely relocated. Deliveries to stores and businesses in the area would be greatly inconvenienced. Residents of the area travelling from the east would be forced to use alternate, more circuitous routes. Traffic on local residential streets would likely be increased. Sanford Avenue, north of Delaware Avenue would receive a major increase in traffic volume on a narrow residential street. As Stinson Street forms an important link in the roadway system, to deny its use to persons with legitimate reasons for travelling along this street would appear to be arbitrary and unrealistic in view of existing conditions.

Thus, the request to ban northbound left turns and southbound right turns from Wentworth Street South to Stinson Avenue is not recommended.

#### D. Request For Removal of Parking & Adjustment of Roadway Centre Line Markings

Parking is permitted on the south side of Stinson Street during the day, within a three block section between Emerald and Ontario. Removal of the parking in this area would allow the centre line on the street to be adjusted southerly to permit a wider lane for westbound traffic. This would allow the north sidewalk to be widened and would provide a greater margin of safety between large vehicles, such as buses, and pedestrians on the sidewalk.

Of the 30 residential properties abutting Stinson between Emerald and Ontario, 21 properties have off-street parking provided and the other nine properties could provide off-street parking either in the front, side or rear yards. The actual numbers of vehicles being parked on the street in this area is quite



low. In addition, being able to park on the street is a matter of convenience since Stinson Street is a "through street" and parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day. Therefore, the residents of this area must have an alternate location for overnight parking. The Traffic Department supports the removal of parking on this portion of the Stinson Street. It is recommended, however, that the affected residents be contacted prior to any regulation change and be allowed to express their opinion, in order to properly and completely assess the impact of such a change.

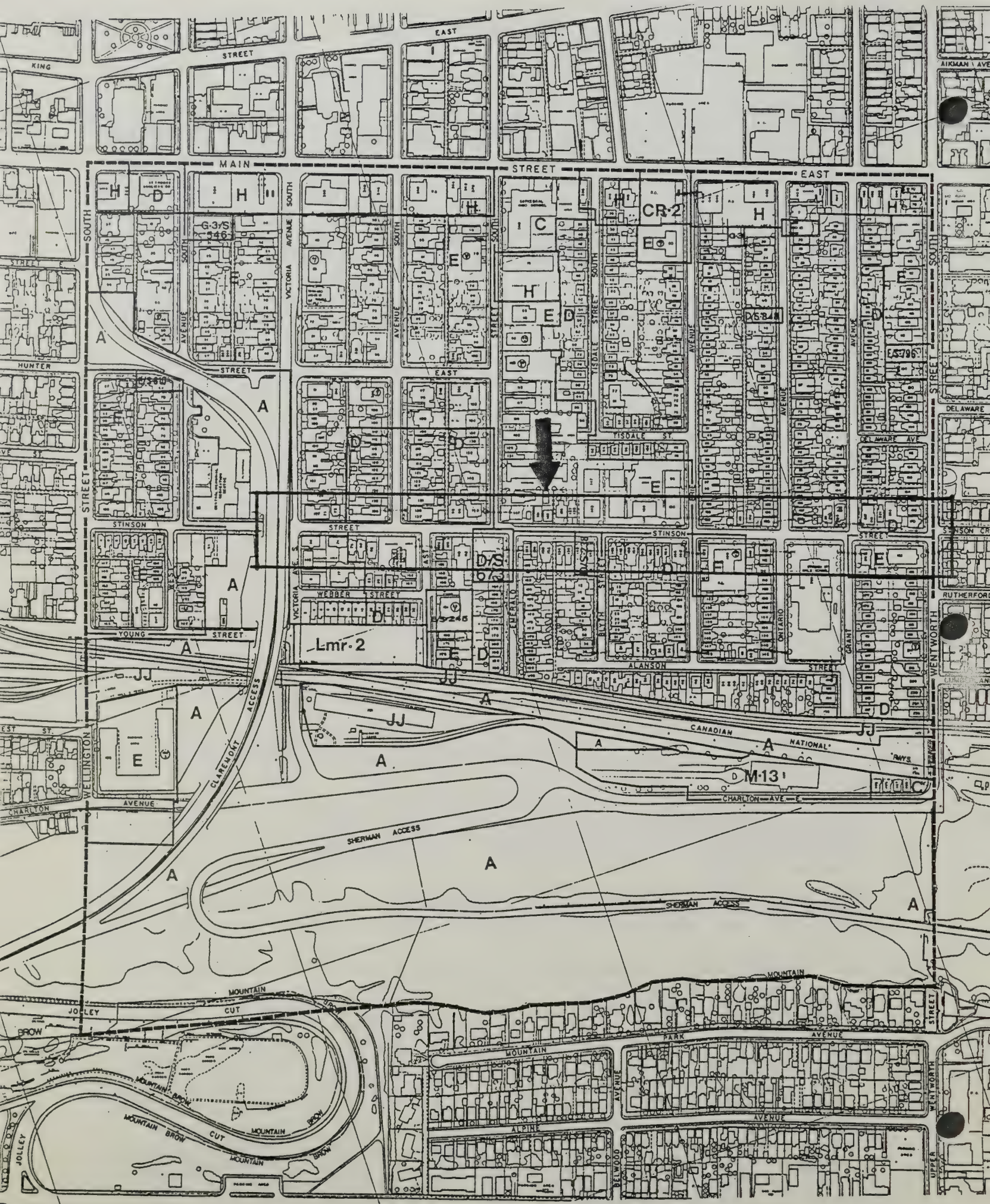
E. Request To Alter the Hours of Operation of the School Crossing Guard at Stinson and Ontario

The request to lengthen the hours of the crossing guard operation at Stinson and Ontario to accommodate junior kindergarten crossings was forwarded to the Hamilton-Wentworth Regional Police Department. The Regional Police Department is not in favour of extending the hours of the crossing guard operation for several reasons. A recent review found only two junior kindergarten children who walked to school and crossed at the Stinson and Ontario crossing. Both were accompanied by their parents. All other children either arrive on foot via alternate routes, without the assistance of the crossing guard, or are driven to school by their parents. Thus, the crossing guard hours would be extended for crossings of only two children who are guided by their parents. To change the hours of operation would set a precedent for other locations and is contrary to the concept of the parent taking responsibility for ensuring the safe conduct of the junior kindergarten child. The Traffic Department supports the recommendation of the Hamilton-Wentworth Regional Police Department to retain the existing hours of operation of the school crossing guard.

F. Request to Reverse the Direction of One-Way Street Operation of Rutherford and Cumberland Avenues

It was suggested that the direction of one-way street operation of Rutherford and Cumberland be reversed such that Rutherford become the eastbound street and Cumberland become the westbound street. The underlying logic of this reversal would be to promote the use of Charlton Avenue as the westbound traffic route rather than Stinson Street. This reversal cannot be supported for two reasons. First, relocating westbound traffic one block to the south will not change the travel time or the perception of travel time of the motorist sufficiently to alter their impressions of the shortest or most convenient route to downtown. Secondly, substantial additional traffic congestion and the increased potential for motor vehicle collisions would occur. On Wentworth Street, all traffic from the Sherman Access heading northbound or intending to turn eastbound on Rutherford would cross in front of the westbound traffic, making the right turn or left turn from Cumberland substantially more difficult. Also, all the eastbound traffic would have to travel southbound on the short length of Sanford Avenue and would cross with a left turn movement in front of the westbound left turning traffic heading onto Cumberland Avenue. The resulting situation would increase traffic congestion and likely cause additional collisions. As the recommended change has little chance of succeeding in redirecting traffic away from Stinson Street and will likely have serious side effects, the Traffic Department cannot recommend such a change.







F O R   A C T I O N

12

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

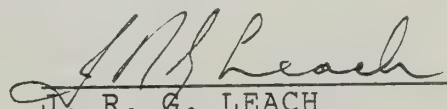
DATE: 1988 February 03  
COMM FILE: 8-11.4  
DEPT FILE: S704-31

SUBJECT:

"DESANTIS GARDENS", Hamilton

RECOMMENDATION

That the City Solicitor be directed to accept the deed for Part 2, Plan 62R-4377 for the future Greenhill Avenue and register it as City lands. The transaction is to be for One Dollar with the deed to be prepared by the Legal Department.

  
\_\_\_\_\_  
J. R. G. LEACH  
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The City Planning and Development Committee has approved the Draft Plan requiring that Part 2, Plan 62R-4377 be used for Greenhill Avenue and the City's and Region's Capital Budgets provide for the construction of the road.

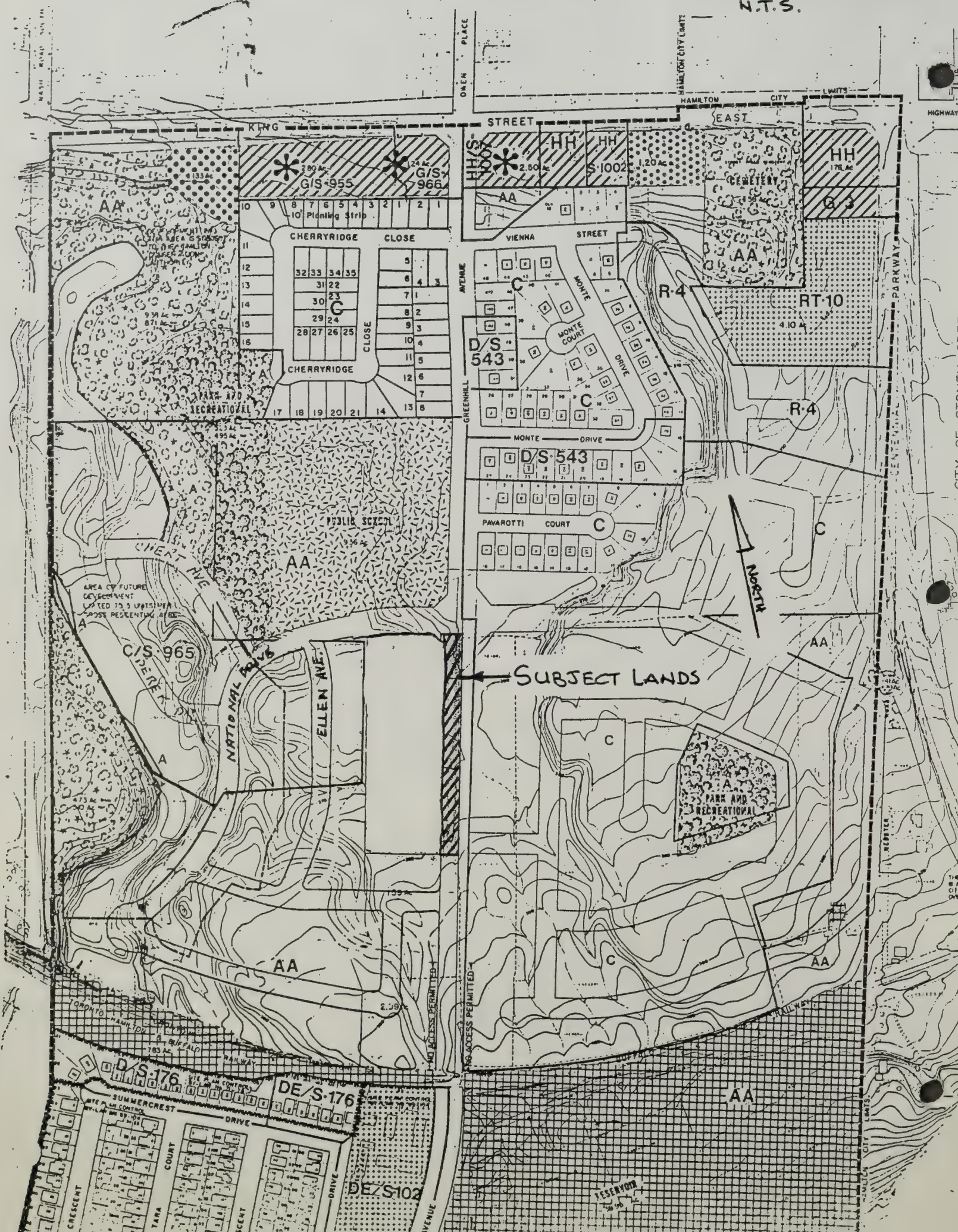
The transfer of the lands for future Greenhill Avenue is in accordance with the development plans approved by the City for the area. The transfer to the City will avoid having to wait for the registration of DeSantis Gardens thereby assuring that the City's road programme can be completed without delay. The road is proposed because of expected traffic congestion on King Street at Greenhill Avenue. The land is being conveyed for One Dollar.

 KAB:lj



# LOCATION MAP

N.T.S.





F O R   A C T I O N

13

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: February 4, 1988  
COMM FILE: 3-11.6  
DEPT FILE: T103-50(378)  
ID#0043D

SUBJECT:

Encroachment Agreement, Dofasco Inc.  
Pipe Bridge, Beach Road, Stapleton Avenue  
and Dofasco Avenue

RECOMMENDATION

- a) That Item 18 of the 16th Report of the Transport and Environment Committee which was approved by Council on September 24, 1985, dealing with an encroachment agreement with Dofasco Inc. for a pipe bridge over Beach Road and Dofasco Avenue, be rescinded.
- b) That the application of Dofasco Inc. to retain the following encroachments on the road allowance of:
  - i) Beach Road, overhead pipe bridge and support tower footing being Part 3 on Plan 62R-9066
  - ii) Stapleton Avenue, overhead pipe bridge being Part 4 on Plan 62R-9066
  - iii) Dofasco Avenue, overhead pipe bridge and support tower footings being Parts 4, 5 and 9 on Plan 62R-9066 be approved, during the pleasure of Council provided:
1. That Dofasco Inc. enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Cont'd...

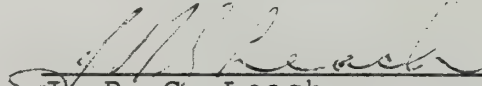
-Page 2-  
February 8, 1988

Encroachment Agreement, Dofasco Inc.  
Pipe Bridge, Beach Road, Stapleton Avenue  
and Dofasco Avenue

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Cont'd...

2. That an annual fee of \$845.25 plus applicable realty taxes be set for this privilege, which fee shall be due and payable to the corporation 30 days from the date of this resolution.

  
J. R. G. Leach  
Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

The annual fee set for this encroachment is \$845.25.

#### BACKGROUND

On September 24, 1985 Council in adopting Item 18 of the 16th Report of your Committee approved the application of Dofasco Inc. for an encroachment agreement to cover a proposed overhead pipe bridge and concrete footings for the support structures which will encroach onto the road allowance of Beach Road, Stapleton Avenue and Dofasco Road. Subsequent to Council approval, the pipe bridge and supporting towers were constructed and a survey plan has been prepared by Dofasco Inc. to detail the extent of the encroachments. The detail drawings indicate slightly larger areas of road allowance with encroachments, however these encroachments do not impede the function within the road allowance. The pipe bridge carries a walkway and steam line with provision for future, nitrogen, bay water, compressed air, steam and coke oven gas lines.

The City's policy is that if an existing building or a proposed non-building encroachment does not impede the function within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

The proposed encumbrances may be permitted subject to the satisfaction of the City Solicitor and the requirements contained in the appropriate encroachment agreement.

RPM/ma  


cc: K.A. Rouff  
City Solicitor

F O R   A C T I O N

14(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 88 February 11  
COMM FILE: 3-11.7  
DEPT FILE: T103-37  
ID#0043D (80)

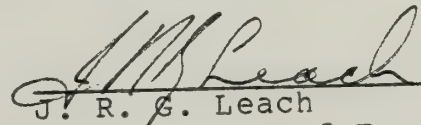
SUBJECT:

Banner Display Application  
July 25, 1988 to August 1, 1988

RECOMMENDATION

That the "Ukrainian Orthodox Millennium" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 25, 1988 to August 1, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"988 Ukranian Orthodox Millennium 1988  
Copps Coliseum - August 14, 1988 "

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved an installation fee of \$125.00 payable to the Regional Municipality of Hamilton-Wentworth is required.

BACKGROUND

We have received an application from the "Ukranian Orthodox Millennium" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:lj





F O R   A C T I O N

14(b)

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

DATE: 1988 February 11  
COMM FILE: 3-11.7  
DEPT FILE: T103-37  
ID#0043D (79)

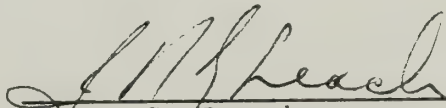
SUBJECT:

Banner Display Application  
April 11, 1988 to April 18, 1988

RECOMMENDATION

That the "Hamilton & District Electrical Contractors" be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 11, 1988 to April 18, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"H.D.E.C. Welcomes Members to Ontario Electric  
League Conference April 14, 15 & 16 "

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved an installation fee of \$125.00 payable to the Regional Municipality of Hamilton-Wentworth is required.

BACKGROUND

We have received an application from the "Hamilton & District Electrical Contractors" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:lj  
Attach.



F O R   A C T I O N

14(c)

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:       J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 88 February 11  
COMM FILE: 3-11.7  
DEPT FILE: T103-37  
ID#0043D (81)

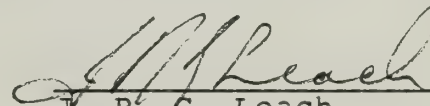
SUBJECT:

Banner Display Application  
December 12, 1988 to December 26, 1988

RECOMMENDATION

That the "Public Works Department" be permitted to display a promotional banner across Main Street West, in front of City Hall, from December 12, 1988 to December 26, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Don't Be Slow - Clear Your Snow"

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

We have received an application from the "Public Works Department" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:1j





F O R   A C T I O N

14(d)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: February 12, 1988  
COMM FILE: 3-11.7  
DEPT FILE: T103-37  
ID#0043D

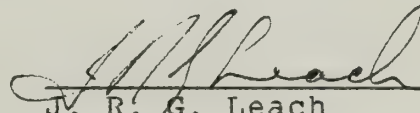
SUBJECT:

Banner Display Application  
June 6, 1988 to June 13, 1988

RECOMMENDATION

That the "Canadian Society of Safety Engineers" be permitted to display a promotional banner across Main Street West, in front of City Hall, from June 6, 1988 to June 13, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Canadian Occupational Health & Safety Week"  
June 19-25

  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved an installation fee of \$125.00 payable to the Regional Municipality of Hamilton-Wentworth is required.

BACKGROUND

We have received an application from "Canadian Society of Safety Engineers" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CVB:ma  
Attach.



F O R   A C T I O N

14(e)

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

DATE: 1988 February 23  
COMM FILE: 3-11.7  
DEPT FILE: T 103-37  
ID#0043D (95)

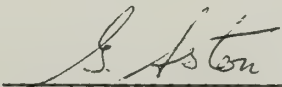
SUBJECT:

Banner Display Application  
March 14, 1988 to March 21, 1988

RECOMMENDATION

That the "Physiotherapy Association, Hamilton District" be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 14, 1988 to March 21, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Physiotherapy Week"    LOGO

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved an installation fee of \$125.00 payable to the City of Hamilton c/o Public Works Department is required.

BACKGROUND

We have received an application from "Physiotherapy Association, Hamilton District" requesting permission to display a promotional banner across Main Street, in front of City Hall.

CYB:lj  
Attach.





F O R   A C T I O N

15

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: February 17, 1988

COMM FILE:

DEPT FILE: E308-02C

ID#0043D (86)

SUBJECT:


Integra Recycling Ltd. has applied to the Ministry of the Environment for a Certificate of Approval to process and recycle car batteries at its proposed facility located at 442-446 Burlington Street in Hamilton.

RECOMMENDATION

It is recommended that

1) the Ministry of the Environment provide the proponent with a Certificate of Approval to process and recycle batteries, provided that all Provincial and local regulations normally associated with the proposed operation, are complied with fully, and

2) on the basis of the details provided in the application we do not believe that a public hearing on the application is necessary.

  
J. R. G. Leach

Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

BACKGROUND

The Ministry of Environment recently received an application for a Certificate of Approval from Integra Recycling Ltd. for the purpose of processing and recycling car batteries.

Cont'd....

-Page 2-

February 18, 1988

Integra Recycling Ltd. application

BACKGROUND Cont'd....

In keeping with their policy to solicit comments from other regulatory agencies, the Ministry submitted a copy of the proponent's application to the City of Hamilton for review, and requested the City to comment concerning the need for a public hearing in conjunction with the aforementioned application.

On the basis of the information obtained from the application and discussions with Ministry officials, we believe that a public hearing is not necessary.

It should be noted that since the Ministry introduced Environmental Regulation 309, the disposal and processing of hazardous and toxic wastes has become technically demanding and very costly. Wastes such as car batteries, which were previously disposed of routinely at landfill sites or at scrap dealers, now require special treatment by licensed hazardous waste experts. Consequently the options currently available in this Region for the disposal of car batteries to the general public, as well as local automotive maintenance shops, are extremely limited.

The Integra Recycling Ltd. proposal appears to offer the type of service which this community needs, and which is currently not readily available.

MT/cj

F O R   A C T I O N

16

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                 COMMISSIONER OF ENGINEERING

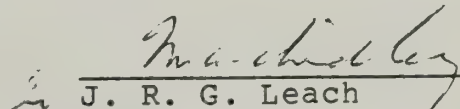
DATE: 1988 February 05  
COMM FILE:  
DEPT FILE: S610-03  
ID#0043D (71)

SUBJECT:

Incorporating Certain Lands into Ramsden  
Drive and Rushdale Drive.

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-Law to incorporate Blocks 202 and 201, Plan 62M-442 (0.30m Reserves) into Ramsden and Rushdale Drives, respectively (the above mentioned Blocks being shown in heavy outline on Regional Municipality of Hamilton-Wentworth Plan RAH-407).

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

BACKGROUND

The City of Hamilton is the owner of Blocks 202 and 201 and it is necessary that these blocks be incorporated into the said Drives to provide access to the Subdivision to the south (commonly known as Highridge Estates, Stage 2) registered as Plan 62M-488.

:mm





F O R   A C T I O N

17(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 1988 February 16  
COMM FILE: 3-11.4  
DEPT FILE: S723-30  
ID#0043D (86)

SUBJECT:

Plan of Subdivision for "WENTWORTH PLACE - PHASE 1", Hamilton.

RECOMMENDATION

- (a) That the submitted schedule for estimated cost of services in "WENTWORTH PLACE - PHASE 1", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- (b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- (c) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.

  
J.R.G. LEACH

for Commissioner of Engineering

FINANCIAL IMPLICATIONS

There is no City Share for the cost of services for this Phase of development.

The estimated cost of the Subdivider's share of the City services is estimated to be \$29,421.85. For the Committee's information, sidewalks will not be installed on Marisa Court. The cost savings to the subdivider is approximately \$8,000.00.

BACKGROUND

Clause 7(b) of the tenth report of the Planning and Development Committee, as adopted by City Council on May 13, 1986, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is Robert Shelly Construction Company Limited.

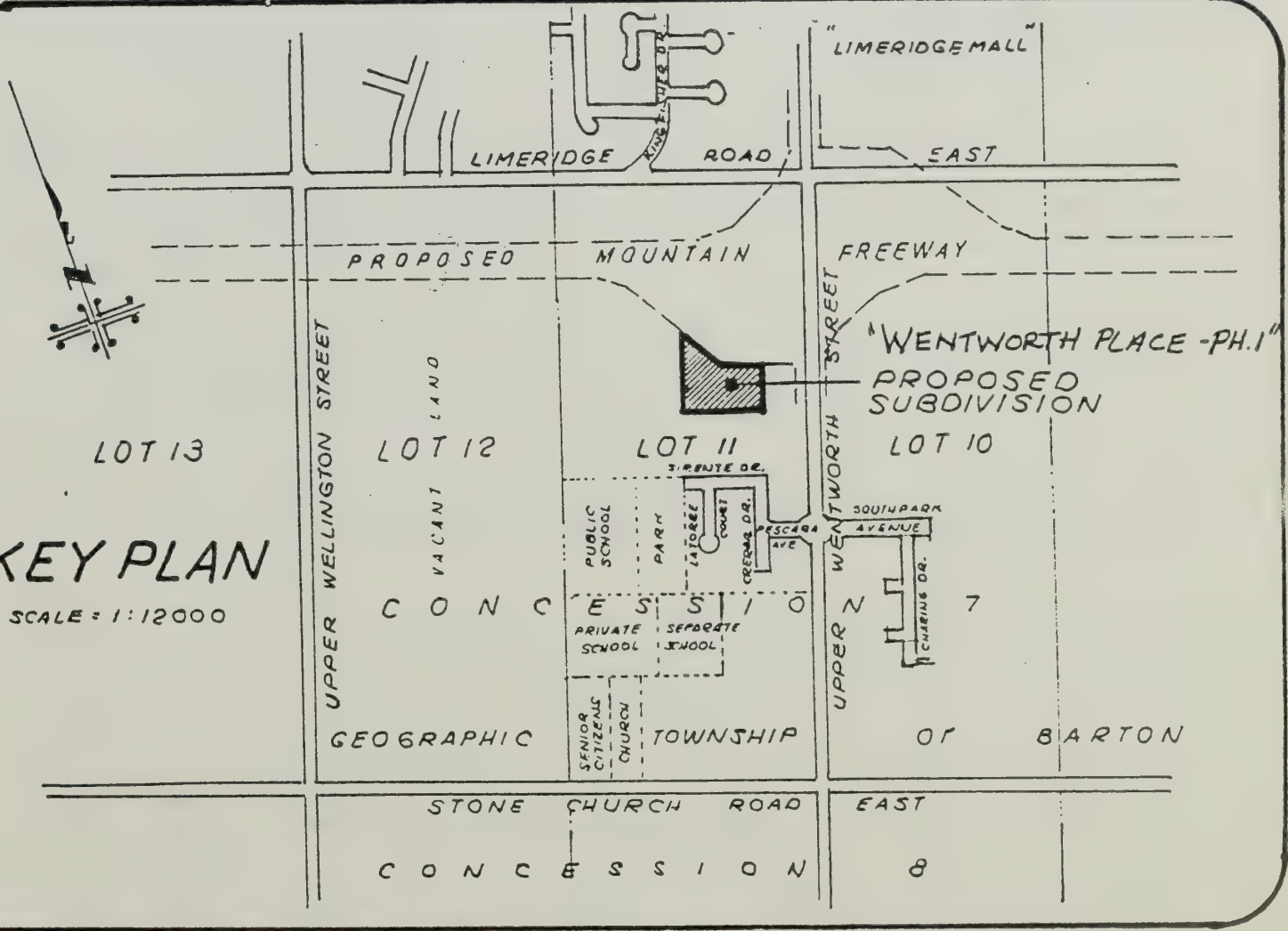
Copies of the Engineer's estimates for the costs for services, Schedules "E", "F" and "G" and copies of the Final Survey Plan, all as prepared by Sidney W. Woods Inc. have been submitted to Regional Engineering for approval.

The registration of this Plan of Subdivision will result in the creation of twelve (12) lots for single family residential use.

CAU:cj

# KEY PLAN

SCALE = 1:12000







F O R   A C T I O N

17(b)

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

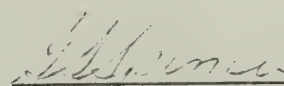
DATE:   February 19, 1988  
COMM FILE:   3-11.4  
DEPT FILE:   S720-22  
ID#0043D

SUBJECT:

Plan of Subdivision for "Templemead No. 2 Survey - Phase 5", Hamilton

RECOMMENDATION

- a)   That the engineering schedules for the estimated cost of services in "Templemead No. 2 Survey - Phase 5" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- b)   That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have both been registered; and
- c)   That in the event that the Subdivider wishes to proceed prior to the registration of the Plan of Subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- d)   That the City's share of the cost of services for this development (\$73,017.00) be approved and that the Executive Committee recommend the source of funding for this project.
- e)   The City Subdivision Agreement includes the necessary provisions which would require the Developer to establish Maintenance Easements in all locations as required by the Zoning By-Law and Council policy.

  
\_\_\_\_\_  
J.R.G. Leach  
Commissioner of Engineering

Cont'd .....

-Page- 2

Plan of Subdivision for "Templemead No. 2 Survey - Phase 5, Hamilton

Con't ...

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "Templemead No. 2 Survey - Phase 5" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Curbs and Sidewalks	\$ 17,248.00
Final Roadways	\$ 41,769.00
Catch Basins & Connections	\$ 8,718.00
Dead End Barricade	\$ 1,257.00
Street Lighting	\$ 4,025.00
TOTAL	\$ 73,017.00

A portion of the City's share (\$68,481.00) is associated with 0.3 metre reserves on Templemead Drive and Independance Drive and will be fully recoverable when the abutting lands develop in the future. The remaining City share (\$4,536.00) is associated with extra depth asphalt on Templemead Drive and is not recoverable.

The estimated cost of the Subdivider's share of City services is \$268,240.22.

BACKGROUND

Clause 3(b) of the Twenty-first Report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 10, 1980, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is Toscani Development Ltd. (Gino Toscani, President).

Copies of the Engineer's estimates for the cost of services, Schedule "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of 42 lots for residential use.

For the Committee's information, all of the lands within this Plan (Lots 1 to 42 inclusive) are included in an "R4" Zoning District which permits the Developer to construct "Zero Lot Line" style dwellings. Maintenance Easements should be established under these situations.

Con't

...

-Page 3-

Plan of Subdivision for "Templemead No. 2 Survey - Phase 5", Hamilton

Con't ...

The City Solicitor's Office has requested that Council be notified when Maintenance Easements are required within a plan of subdivision. Staff have also requested a resolution be adopted which would make the necessary provisions in the City subdivision agreement, to have the Maintenance Easements established by the Developer.

*DC*  
*ML*  
DVC:ln

cc: J. Schatz, Secretary, Executive Committee  
cc: E. Matthews, City Treasurer  
cc: B. Hotrum, City Treasury Department







F O R   A C T I O N

17(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

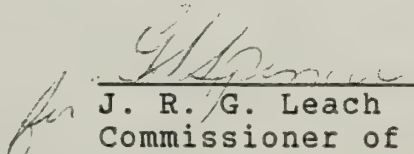
DATE: 1988 February 22  
COMM FILE: 3-11.4  
DEPT FILE: S708-43  
ID#0043D (33)

SUBJECT:

Plan of Subdivision for "HILLSIDE TERRACE - PHASE 4", Hamilton

RECOMMENDATION

- a) That the submitted schedule for estimated cost of services in "HILLSIDE TERRACE - PHASE 4", as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.
- c) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.
- d) That the Mayor and Clerk be authorized and directed to execute the necessary easements for the maintenance of the storm water detention pond which affects Lots 20 & 21.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

The subdivider will be paying for 100% of the services to be installed, at an estimated cost of \$312,914.93. For the Committee's information, sidewalks will not be installed on Elodia Court as per City policy. The estimated cost savings to the owner is \$35,000.00.

Cont'd...

Plan of Subdivision for "HILLSIDE TERRACE - PHASE 4", Hamilton

Cont'd...

BACKGROUND

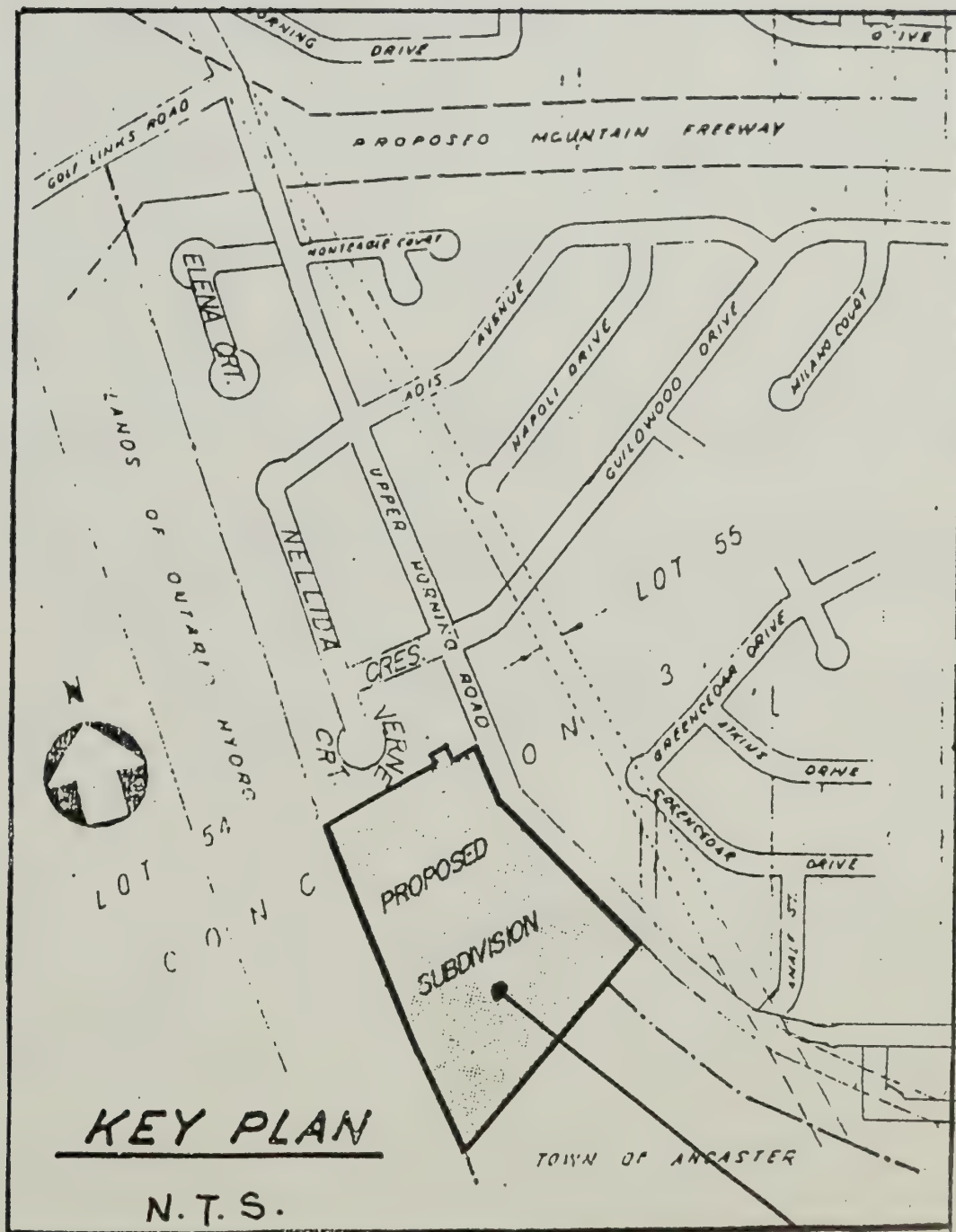
Clause 4(1) (b) of the twenty-fifth report of the Planning and Development Committee, as adopted by City Council on November 25, 1986 recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is Gurnett Investments Limited (John A. Parente - President).

Copies of the Engineer's estimates for the cost for services, Schedules "E", "F" and "G" as prepared by Urbex Management Limited and copies of the Final Survey Plan as prepared by A.J. Clarke and Associates Limited have been submitted to Regional Engineering for approval.

The Town of Ancaster has requested that a storm water detention pond be located at the rear of Lots 20 & 21 to retain the surface storm water from some of the lots on Elodia Court; it is proposed that the storm water be released at a controlled rate through a storm sewer pipe into the natural water course in Ancaster adjacent to these lands. The Town of Ancaster has previously approved the proposed design.

The registration of this plan of subdivision will result in the creation of forty-seven (47) lots for single family residential use.

CAU:ma



HILLSIDE TERRACE - PHASE 4





FOR ACTION

18

REPORT TO: MR. R.C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. J.R.G. LEACH, COMMISSIONER,  
REGIONAL ENGINEERING DEPARTMENT

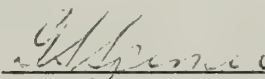
DATE: 1988 February 19  
COMM FILE:  
DEPT FILE: T111-11

SUBJECT:

Hamilton Perimeter Road - Phase I Report

RECOMMENDATION:

- a) That the Regional Municipality of Hamilton-Wentworth be advised that the Hamilton Perimeter Road Study is proceeding satisfactorily.
- b) That the Regional Municipality of Hamilton-Wentworth be requested to explore the possibility of obtaining financial assistance from the Federal Government for the construction of the Perimeter Road.
- c) That the Waterfront Advisory Parks Sub-Committee be requested to make its submission directly to the Engineering Services Committee at the public forum to be held on 1988 March 30.

  
for J.R.G. LEACH  
COMMISSIONER OF ENGINEERING

FINANCIAL IMPLICATIONS

N/A

Cont'd....

- page 2 -

1988 February 19

## Hamilton Perimeter Road - Phase I Report

### BACKGROUND

City Council, at the meeting held 1987 November 10, directed that the Planning and Development Committee, Parks and Recreation Committee, and Finance Committee be requested to provide comments to the Transport and Environment Committee on the Phase I report of the Hamilton Perimeter Road Study.

At its meeting held on 1987 December 01, the Finance Committee approved that the following recommendation be forwarded to the Transport and Environment Committee:

"Since the Perimeter Road will be providing improved access to the proposed Waterfront Park and associated waterfront developments, that the Regional Municipality of Hamilton-Wentworth be requested to explore the possibility of obtaining financial assistance from the Federal Government for the construction of the Perimeter Road."

At its meeting held on 1988 January 27, the Planning and Development Committee approved the following recommendation:

"That the Planning and Development Committee inform the Transport and Environment Committee that the Hamilton Perimeter Road Study is proceeding satisfactorily."

At its meeting held on 1988 February 02, the Parks and Recreation Committee considered a report from the Waterfront Parks Advisory Sub-committee and approved the following recommendations:

- "a) That in the light of the strong opposition of the Waterfront Parks Advisory Sub-committee to the proposed northern alignment of the Perimeter Road, which utilizes the Harbour shoreline, the project proponent abandon any further consideration of this alignment.
- b) That the project consultant be requested to study in detail the proposed south side alignment or variation thereto, keeping in mind environmental concerns related to Hamilton Harbour and Cootes Paradise.

Cont'd...

- page 3 -

1988 February 19

Hamilton Perimeter Road - Phase I Report

BACKGROUND...Con'td.

- c) That subject to approval of the above, this be forwarded to the Engineering Services Committee for consideration."

At the meeting held 1988 February 16, Regional Council approved a recommendation from the Engineering Services Committee that a public forum be held in City Hall at 7 p.m. on 1988 March 30. Briefs and submissions from interested and affected parties would be presented at that time. Staff and the consultant will be making a presentation at the beginning of the forum, including descriptions of three possible alignments west of Bay Street.

As the recommendations from Parks and Recreation Committee are at odds with recommendations from the Planning and Development and Finance Committees, and as City Council should forward one set of non-conflicting recommendations, and as a public forum on the Hamilton Perimeter Road concept is to be held on 1988 March 30, it is staff's recommendation that the Waterfront Parks Advisory Sub-committee be requested to make its submission directly to the Engineering Services Committee at the public forum.

EMG/cj





FOR ACTION

9

FROM Waterfront Parks Advisory  
Sub-committee - J. Tollefsen, Secretary DATE 1988 January 28  
TO Parks and Recreation Committee Refer To File No. 607-0001.3

Attention Of \_\_\_\_\_

Your File No. \_\_\_\_\_

SUBJECT

Hamilton Perimeter Road

APPROVED  
BY PER  
FEB 2/88

RECOMMENDATION

- a) That in light of the strong opposition of the Waterfront Parks Advisory Sub-committee to the proposed northern alignment of the Perimeter Road, which utilizes the Harbour shoreline, the project proponent abandon any further consideration of this alignment.
- b) That the project consultant be requested to study in detail the proposed south-side alignment or variation thereto, keeping in mind environmental concerns related to Hamilton Harbour and Cootes Paradise.
- c) That subject to approval of the above this be forwarded to the Engineering Services Committee for consideration.

BACKGROUND

*J. Tollefsen*

At its meeting held 1988 January 08, the Waterfront Parks Advisory Sub-committee recommended that the above resolution be forwarded to the Parks and Recreation Committee.

The members of the Committee identified some of their concerns over filling in of the Harbour for the Perimeter Road.

- It would destroy approximately fourteen percent (14%) of the existing littoral zone with no guarantee that attempts to replace it would be successful.
- It would cause major negative visual (aesthetics), noise, pollution (exhaust fumes), psychological (major truck route) impacts detracting significantly from the proposed waterfront development. Attempts to mitigate these negative impacts are a band aid approach to fixing an initially bad idea.
- It is land locking C.N. lands adjacent to the Harbour, thereby significantly decreasing the potential future use of these lands to compliment the City's waterfront initiative.
- Cities around the world who are rediscovering their waterfronts are faced with the problem of making the water-

front accessible after having built roads, rail lines etc. for the past twenty (20) years in their path at the water's edge. Hamilton is in an enviable position with its waterfront lands, building the Perimeter Road on fill would be ignoring the lessons of these cities and taking a giant step backwards.

- There is no outstanding reason(s) why the fill (or northern alignment) should be seriously considered as an option, since there are other options, not requiring fill adjacent to the waterfront park, which are feasible.
- routing industrial traffic in the view of one of the most beautiful entranceways to the City.
- it would eliminate the only protected body of water for use by the Leander Boat Club when the winds are blowing in the prevailing westerly direction.
- It will eliminate virtually all water traffic under the connecting bridge and around the southerly portion of the Park which is an essential component of the commercial development surrounding the bridge and the recreational benefits of the southerly portion of the park.
- It would further constrict an already limited flow of water around the park area.
- It would seriously inhibit or virtually eliminate the use of the southern shore as peaceful, pleasant, undisturbed pedestrian and bicycle pathway and discourage such traffic flows to any future westerly connections with Dundurn Castle or the Desjardin Canal/Cootes Paradise and as contemplated in the Waterfront Park Master Plan.
- The resultant traffic noise should be removed as far away as possible from the park land so as not to disturb the utility of the park as a sanctuary and escape from the urban environment.

## FOR INFORMATION

REPORT TO:

Mr. B. Prowse, Secretary  
Transport and Environment Committee

FROM:

Mrs. Susan K. Reeder, Acting Secretary  
Planning and Development Committee

DATE: 1988 February 04  
COMM FILE:  
DEPT FILE:

SUBJECT:

Hamilton Perimeter Road Study - Phase 1

BACKGROUND

The Planning and Development Committee, at their meeting held Wednesday, 1988 January 27th, APPROVED the following recommendation:

"That the Planning and Development Committee inform the Transport and Environment Committee that the Hamilton Perimeter Road Study is proceeding satisfactorily".

The above resolution is as a result of City Council's directive at their meeting held 1987 November 10th, that the Planning Development Committee, the Parks and Recreation Committee and the Finance Committee be requested to provide comments to the Transport and Environment Committee on the Phase 1 Report of the Hamilton Perimeter Road.

*Susan K. Reeder.*

c.c. - Mr. V. Abraham, Director of Local Planning





11(b.)

FOR ACTION

FROM Planning and Development Department

DATE January 19, 1988

TO Planning and Development Committee

Refer To File No. P5-6-2-1-6

Attention Of V. J. Abraham

SUBJECT


Hamilton Perimeter Road Study - Phase I.

RECOMMENDATION

That the Planning and Development Committee inform the Transport and Environment Committee that the Hamilton Perimeter Road Study is proceeding satisfactorily.

David Godley

for V. J. Abraham, M.C.I.P.  
Director of Local Planning

  
J. D. Thoms, M.C.I.P.  
Commissioner  
Planning and Development

EXPLANATORY NOTE

Phase I of the Perimeter Road Study has established a concept for the proposed road. This report is to bring the Planning and Development Committee up to date and provide planning comments.

BACKGROUND

- o The need for a road link from Burlington Street to Highway 403 has been recognized for many years. The idea has been incorporated into both the Regional and City Official Plans.
- o The planning benefits of the road are:
  - 1) The Central Business District will be provided with a traffic bypass and better access. A pleasanter and safer environment will be created in the Central Business District and there will be scope for additional aesthetic improvements. Consequently, the Central Business District will be a more attractive place to invest and the economy will be helped.
  - 2) An improved access to the bayfront industrial areas north of Barton Street will be provided.

- 3) A by-pass will remove through traffic from the North End Neighbourhood.
  - 4) Better access to the waterfront park development will be provided.
  - 5) Additional road capacity will abate increasing traffic congestion.
  - 6) Employment would be created both in construction of the facility and through increased economic opportunities.
- o The planning impacts of the road are:
    - 1) Cost - between \$55m and \$70m.
    - 2) Environmental impacts particularly on the stretch from Bay Street to Highway 403.
  - o A major study was carried out in 1978 which established the corridor for the Perimeter Road.
  - o Phase 1 of the current study dealt with forecast transportation demands, identified problems and opportunities, assessed alternatives and produced a technically recommended concept (attached). Adoption of the concept has been delayed pending more review of alternatives west of Bay Street.
  - o Phase 2 of the current study is underway and is due to finish during the summer of 1988. It will determine a preliminary design, accurate construction cost estimates, exact property requirements and identification of environmental impacts and methods of mitigation.

#### PLANNING COMMENTS

- o A Perimeter Road would benefit the City both functionally and economically.
- o The Central Area is the most important component of the Region. Since a Perimeter Road benefits the Central Area, the construction of the project should be given high priority.
- o Interchanges at Bay and Wellington and Victoria will aid traffic circulation around the Central Business District. This will enhance pedestrian amenity and create potential for more environmental upgrading.
- o Direct connection between the Perimeter Road and James and John Streets should not be provided since this will attract through traffic along a historic shopping street and into residential areas. However, the design of the roadway will not preclude these ramps and such connection could be considered at some point in the future.

- o Access at Bay Street may require the widening of Bay Street and demolition of buildings on either the east or west of Bay Street. This could remove affordable housing and some buildings of interest to LACAC. However, there would be the opportunity for redevelopment and improved urban design at a future entrance to the city.
- o The proposed road would be at railway track level as it passes the North End Neighbourhood. This will minimize noise, vibration, air and visual pollution and prevent the North End Neighbourhood being cut off from the area to the south. Detailed design should further mitigate these potential problems.
- o The section of the proposed road from Bay to Highway 403 is environmentally sensitive since it impinges on Hamilton Bay and Coote's Paradise. The relatively peaceful west end of the bay may be disturbed. The shoreline route is significantly cheaper than other alternatives, e.g. tunnelling under Hamilton Cemetery. Opportunities exist for providing public access along the waterside, screening to lessen noise and visual impact particularly from the proposed waterfront park and providing fish supporting habitats on the bay edge. Since this section would logically be the final stage of Perimeter Road construction, there will be a chance to review this Section in the future.
- o There will be some visual disruption at the interchange of the Perimeter Road and Highway 403 in the Cootes Paradise area.

#### CONCLUSION

The Perimeter Road study is proceeding satisfactorily.

D.G.:nd

W.P. DOC. 0060P



# MEMORANDUM • CITY OF HAMILTON

T111-11 87.6438	
DEC 3 1987	
<i>[Signature]</i>	
REG. BY	FILED BY
LAB	DEC 03 1987
CM	

TO : R. Prowse, Secretary  
Transport and Environment Committee

YOUR FILE:

FROM : John Thompson, Acting Secretary  
Finance Committee

OUR FILE :

SUBJECT : HAMILTON PERIMETER ROAD -  
PHASE 1 REPORT

DATE : December 03, 1987

At its meeting held November 10, 1987, City Council, on the recommendation of the Transport and Environment Committee approved that the Finance Committee as well as the Planning and Development Committee and Parks and Recreation Committee be requested to provide comments to the Transport and Environment Committee on the subject report.

At its meeting held December 01, 1987, the Finance Committee approved that the following recommendation be forwarded to the Transport and Environment Committee.

"Since the Perimeter Road will be providing improved access to the proposed Waterfront Park and associated waterfront developments, that the Regional Municipality of Hamilton-Wentworth be requested to explore the possibility of obtaining financial assistance from the Federal Government for the construction of the Perimeter Road."

*[Signature: John Thompson]*

JT:mjw

c.c. T. Gill ✓  
Regional Transportation Department



FOR ACTION

19(a)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 February 11

COMM FILE:

DEPT FILE: 65-3.385

SUBJECT:

By-law to Authorize the Sale of Closed Highway (Alleyway) being the North-South Alley between Wentworth Street and Ashley Street, from the First Alley South of Cannon Street, to the Second Alley South of Cannon Street and Designated as Part 4, Plan 62R-9030

RECOMMENDATION

That City Council enact the attached by-law on March 8, 1988 in accordance with the authorization contained in the 3rd Report of the Transport and Environment Committee, Item 3, adopted by City Council on February 9, 1988. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of February 29, 1988, 3:00 p.m.)

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on February 9, 1988, directed the City Solicitor to prepare the by-law above referred to. The City Clerk's Office is publishing the Public Notice (copy attached) in The Hamilton Spectator on Saturday, February 6, 13, 20 and 27, 1988.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



FOR ACTION

19(b)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 February 15  
COMM FILE:  
DEPT FILE: 65-1.611

SUBJECT:

By-law to Extend Greenshire Drive by Incorporating Therein  
Part 1, Plan 62R-8911

RECOMMENDATION

That City Council enact the attached by-law on March 8, 1988 in accordance with the authorization contained in the 3rd Report of the Transport and Environment Committee, Item 16, adopted by City Council on February 9, 1988.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on February 9, 1988, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.





FOR ACTION

19(c)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff, City Solicitor  
City Solicitor's Office

DATE: 1988 February 17

COMM FILE:

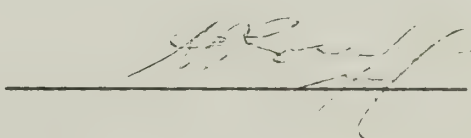
DEPT FILE: 65-1.598

SUBJECT:

By-law to Extend Rupert Court by Incorporating Therein Parts 4  
and 7, Plan 62R-8968

RECOMMENDATION

That City Council enact the attached by-law on March 8, 1988 in  
accordance with the authorization contained in the 11th Report  
of the Transport and Environment Committee, Item 21, adopted by  
City Council on July 28, 1987.



FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

City Council on July 28, 1987, directed the City Solicitor to  
prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner  
Regional Engineering Department  
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.



FOR ACTION

19(d)

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff  
City Solicitor

DATE: 1988 February 23  
COMM FILE:  
DEPT FILE: 55-0.79

SUBJECT:

Proposed expropriation to extend Greenhill Avenue.

RECOMMENDATION

That the attached draft expropriation by-law to expropriate, for highway and municipal purposes, land described as Parts 1 and 2 on Survey 62R-8912 (measuring approximately 42 feet by 163 feet), be enacted by Council.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

As authorized by Council at its meeting of January 12, 1988, Notice of the City's intention to expropriate this land has been advertised and served upon all persons having an interest in this land and no request for an inquiry hearing into the proposed expropriation has been received.

The next step in this expropriation under The Expropriations Act is for Council to enact the attached draft Expropriation By-Law which will authorize the registration of the City's Expropriation Plan. This land is required to extend Greenhill Avenue.

DAP:lb  
attach.

c.c. Mr. D. W. Vyce, Director of Property

Mr. J. R. G. Leach, Commissioner of Engineering  
Attention: Mr. M. A. Chidley, O.L.S.  
Regional Surveyor





# Remedial Action Plan Plan d'Assainissement

20

## Hamilton Harbour

Environment Canada  
National Water Research  
Institute  
867 Lakeshore Rd. P.O. Box 5050  
Burlington, Ontario  
L7R 4A6

February 8, 1988

Mr. Bob Prowse  
Environment and Transport Committee  
City of Hamilton  
71 Main Street West  
Hamilton, Ontario  
L8N 3T4

Dear Mr. Prowse,

Re: Hamilton Harbour Remedial Action Plan (RAP) 2nd Interim Report  
"Analysis of Options"

As you may know, Alderman Geraldine Copps has been representing the interests of your municipality through the Environment and Transport Committee for nearly two years on the Hamilton Harbour Stakeholders' Group who are providing advice and input to the writing team developing the RAP for Hamilton Harbour.

This group has undertaken a major initiative by becoming actively involved in formulating the basic principles and goals for the clean-up of Hamilton Harbour. Now, after much work, the RAP has reached a critical stage in its development. The remedial options to restore beneficial uses for harbour water quality are now being suggested and discussed with all concerned.

We would like to address the Environment and Transport Committee. We would appreciate attending a meeting with the committee to discuss the RAP process, to outline our findings to date and to seek its views and opinions. Our presentation will take about 30 minutes. When in conversation with Ms. Copps, February 29, 1988 was a suggested date to meet with the Transport and Environment Committee. Please advise me if this is still convenient.

.../2

Canada Ontario

Canada-Ontario Agreement Respecting Great Lakes Water Quality  
L'Accord Canada-Ontario relatif à la qualité de l'eau dans les Grand Lacs

I enclose a list of stakeholder and writing team names, and the latest issue of Dialogue for your interest.

Yours sincerely,



K. Rodgers  
Coordinator, Hamilton Harbour  
Remedial Action Plan  
(416)-336-4888

cc: Alderman Geraldine Copps  
Attach.  
/72

## LIST OF WRITING TEAM

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Commodore  
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Centre for the Great Lakes  
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Alderman  
City of Hamilton  
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Chairman  
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Political Action Committee  
Hamilton District Labour Council  
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Mayor  
Town of Flamorough  
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Mrs. Sheila May  
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Mr. Gordon S. Duffus  
Director of Plant Engineering  
Westinghouse Canada Inc.  
P.O.Box 510  
120 King Street West - 6th Floor  
Hamilton, Ontario  
L8N 3K2





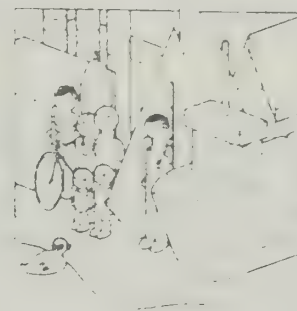
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# DIALOGUE

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## on HAMILTON HARBOUR

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Issue #4 January, 1988

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### RAP UPDATE

Progress continues as the RAP writing team enters the final stage of the Second Interim RAP Report. Writing team members have been busy reviewing the results of summer studies to assist them in selecting the possible remedial options. Dialogue readers will understand the complexity of this task after reading the preliminary results of many of these studies in this newsletter. It is expected that by the end of February, the writing team will be ready to present the report to the stakeholders and the public.

At the October 28th stakeholder meeting the RAP writing team updated the stakeholders on recent research. Other

discussions included the activities of the management and implementation sub-committee, the Perimeter Road issue, the economic assessment study and the Windermere Basin plans.

Although some questions still remain unanswered the research results indicate harbour water quality is improving. Readers should be encouraged by these reports and the efforts made by individuals committed to restoration of the harbour.

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### "PIKE ADAPT TO HAMILTON HARBOUR"

Early last summer, 30 northern pike were released along the northern and eastern shores of the harbour. Five of the larger pike were fitted with ultrasonic transmitters which enable RAP team member Vic Cairns to keep track of the pike and determine their habitat preferences and needs. After 12 weeks of study the fish were found to be staying close to the vegetated areas all along the north shore.

In late October, the pike were starting to take excursions into deeper water. One was located in Cootes Paradise. This suggests that introductions of pike may be a reasonable approach to restoration of pike population in the harbour.

### FISH FINDINGS ARE ENCOURAGING

An intensive fish community study by the Ministry of Natural Resources and the Ministry of the Environment took place in Hamilton Harbour in October 1987. Based on previous vegetation and fish surveys, the study followed a detailed plan intended to accurately assess the fish populations using different habitat types. This intensive sampling was achieved by the use of electro shocking which permits the fish to be returned to the water unharmed after examination. Early results showed a variety of fish including bullhead, white perch, pumpkinseed, brown trout and largemouth and smallmouth bass. Both young of the year and adult bass were found indicating that natural reproduction is occurring. The largest numbers of fish were found in a narrow strip along the south west shore between the proposed waterfront park site and the Desjardins Canal. A full report by the Ministry of Natural Resources is expected early this year.

**SPECIAL ISSUE:** Summer studies indicate a general improvement in water quality. Highlights of the RAP writing team's research are reported in this issue. Watch for the next Dialogue issue for a summary of the second Interim Report containing options for remedial measures to achieve stakeholders' goals.

## SCIENCE MONITOR . . .

The positive results obtained from the pike study discussed on page 1 are not the only findings deserving mention. In this section, a brief summary of new areas of research are outlined. The findings will contribute greatly to the scientific knowledge about Hamilton Harbour and will assist the RAP writing team in selecting options for restoration of the harbour water.

### Sediments: What is the problem, and how do we deal with it?

Contaminated sediments are a problem in most IJC identified areas of concern, but their impact on water quality and the ecosystem is not well understood. In an effort to better understand the role of sediments in Hamilton Harbour, the National Water Research Institute (NWRI) conducted studies of the harbour bottom.

- **Sedimentation** — This year Murray Charlton, Head of the Lakes Restoration Section (NWRI) began an investigation into sediment accumulation in the harbour. Sediment traps were set at four locations: the northeast and southeast corners of the harbour, in the centre and at the west end. The traps capture suspended sediment from creeks and also resuspended harbour sediments.

So far, results indicate that the load of suspended solids from creeks and other sources is quite high, up to ten times greater than in Lake Ontario. Resuspension of existing sediment is also a major contributor to the turbidity problem especially in areas of shallow water. Samples from the traps are being analysed to determine the quality of the material entering the harbour. Contaminant levels will be compared to levels found in previously deposited sediment.

Researchers will continue sampling in 1988. They expect to demonstrate a difference between contaminant levels in different areas of the harbour and also associate contaminants with specific sources. If stream-based sediments are less contaminated, scientists may suggest that these sediments be allowed to form a natural cover over certain contaminated areas of the harbour.

- **Sediment Survey** — NWRI research scientist, Norm Rukavina is mapping the geology of the harbour sediment. Core and grab samples collected last summer are being used to map the thickness, volume, and type of sediment and to estimate the sedimentation rate. Preliminary observations indicate that the average thickness of the recent sediment (i.e. post-settlement) is 30 cm. The total volume of sediment is estimated to be 6 million cubic metres.

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## OXYGEN BUBBLES REDUCE TOXICITY

An experiment designed to increase oxygen levels in the harbour involved the injection of pure oxygen into the water column. Oxygen levels have been depleted in deep areas of the harbour because of high ammonia levels and decaying algae. The two month demonstration was locally effective in reducing toxicity and improving water quality. Of interest is that schools of fish were attracted to the areas while work was going on — either out of curiosity or because of improved conditions!

At the same time oxygen was used to treat samples of harbour sediments in the laboratory. The laboratory experiment was successful in breaking down toxics in the sediment. It is hoped that oxygen treatment of the harbour will also improve the quality of the bottom sediments in the harbour.

Compared to other treatment methods, the oxygenation process is inexpensive. It may be considered as an interim measure to restore oxygen levels until controls on pollution sources are effective.

## LIME TREATMENT FOR HARBOUR SEDIMENTS

For the past two years the laboratory at the National Water Research Institute has been studying the effects of lime treatment on sediments. The findings reveal that sediments can be de-toxified when lime is applied. More specifically, researchers found that copper and lead could be precipitated with lime. By precipitating the metals, they become less soluble, less mobile and ultimately less toxic.

Project leader Tom Murphy stated the procedure could be applied to treat the harbour if on going studies to assess the harbour sediment indicate in place treatment of the sediment is warranted.



## OBSERVATIONS ON LIFE AT THE BOTTOM

The Federal Department of Fisheries and Oceans has documented improvements in the number and type of small worms inhabiting the harbour bottom mud over the past 20 years. A benthic survey in 1964 identified a 2 km square area on the south shore that was toxic to all invertebrates. When this survey was repeated in 1984, the toxic zone was reduced to a narrow 100 m slip adjacent to an industrial discharge outlet.

In addition total worm production in the harbour has increased between 5 and 20 fold since 1964. But

interestingly, the community has shifted from a pollution tolerant species to include more pollution sensitive species. While the worms continue to dominate, other indicators of an improved environment for animal life on the harbour floor are evident. For example, fingernail clams and chironomids are found where none were found before. These observations suggest that significant improvement has occurred in the quality of the harbour's sediments during the past 20 years as a result of reduced pollutant loads.

## WILDLIFE RECOVERING

### Rare Birds Sighted

Fish are not the only species to settle in Hamilton Harbour. For the past several summers, residents along the east end of Hamilton Harbour have been witness to increasing bird populations. This year over 25,000 terns, herons, gulls and cormorants returned to their recently adopted breeding grounds, much to the delight of area bird watchers.

For the past 10 years, the east end of the harbour has been colonized by a variety of gulls. In more recent years rarer species have followed. In 1987 these included 51 pairs of cormorants, 212 pairs of black-crowned night-herons, 553 common terns and about 134 caspian terns. The caspian tern is considered a rare breeding species in Canada.

According to Dr. Chip Weseloh, a Canadian Wildlife Service biologist, "these birds would not nest here without the right combination of food, habitat, lack of predators and social stimulation. With six species of waterbirds nesting in the east end of the harbour, it is one of the most diverse habitats on the Great Lakes". However, members of the Hamilton Naturalists Club point out that interference with these sites could reverse this trend.

This year was also one of the best in recent memory for shorebird populations. Dr. Weseloh suggests that this season's drop in water levels produced extensive mudflats and previously unexposed shoreline along the bay. This created excellent feeding grounds for a wide variety of shorebirds, including an American avocet, a rare visitor from the prairies.

Other significant sightings included a pair of rare prothonotary warblers observed raising three young in Cootes Paradise during July. These southern warblers are seldom found in Canada. Hopefully sightings of this warbler at Cootes Paradise will become more common place.

### Report from the Canadian Wildlife Service

An area along the west end of Lake Ontario which includes Hamilton Harbour and Windermere Basin, has been identified by the Canadian Wildlife Service as the fourth most important waterfowl staging area on the Canadian side of the



*Canada Geese landing at dusk.*

lower Great Lakes and the second most important on Lake Ontario.

Hamilton Harbour is an important staging area for migrating waterfowl. During autumn surveys conducted by the Canadian Wildlife Service in the harbour in 1985 and 1986, twenty six species of waterfowl were recorded. An average of 1100 birds were counted in each survey.

In Windermere Basin, 1800 birds were counted in the fall of 1986 and 4600 birds during the winter of 1986/87. Regionally significant species overwintering in the basin are green-wing teal, northern pintail, northern shoveler, redhead, hooded merganser and ruddy duck. In 1987, the basin also supported 30 pairs of breeding waterfowl including Canada goose, mallard, gadwall and black duck.

The number of birds observed are encouraging but they do not promise a full recovery nor a healthy environment. The water levels which resulted in exposed mud flats and attracted so many shore birds is suspected to be the reason for an outbreak of botulism among the duck population in the harbour. Approximately 300 dead ducks were discovered in the fall of 1986.

Also, although Windermere Basin supports large waterfowl populations, it has a history of contamination. In 1986 test ducks and some wild ducks died of suspected lead poisoning. Plans to cleanup Windermere will confine historic contaminated sediment behind berms, and allow for periodic dredging.



## TOPICS OF INTEREST

**MISA update** — The Hamilton and Burlington STPs were sampled for 180 pollutants in 1987. A report of findings is expected in early 1988. Iron and steel pre-regulation monitoring started in November 1987. For information contact Mr. Sean McPhee, Communications Branch, 135 St. Clair Ave. West, Toronto, M4V 1P5.

- **Perimeter Road** — a presentation was made by the Region of Hamilton-Wentworth and the consultant, M.M. Dillon, at the October 28, 1987 Stakeholders meeting regarding the Perimeter Road project. The project is currently in Phase III of a Class Environmental Assessment (EA), which involves discussing various alternatives and procedures for the project. One of the options includes harbour in-filling along the south west shore between the waterfront park site and the Desjardins canal. RAP team members have been consulted for information on habitat protection for fish.

Public involvement will continue to be sought through workshops and public information sessions; dates and times to be announced by the local media or by letter. The Class EA status of this project could be "bumped up" to a full EA study if the public or reviewing agencies have concerns about the current proposal. Further details are available from Ted Gill — Department of Transport, Regional Municipality of Hamilton-Wentworth at 416-526-4170.

- **Go Train Extension** — Presently two options are being reviewed to increase GO Train services between Hamilton and Toronto. Open houses were held in November to outline the options and technically preferred solutions. The RAP team is being consulted on potential adverse effects on the harbour and ways to minimize them. For information call Brian Ogden, Ministry of Transportation at 416-235-3969.
- **\$40 Million Aid to Farmers** — In August 1987, the Ministry of Agriculture and Food announced a new three year

\$40 million program to conserve the soil and water resources in Ontario. Farmers could receive assistance if they plant trees on fragile land, diversify their crop production or allow buffer strips on previously tilled land adjacent to streams and water courses.

These activities would control soil erosion and reduce phosphorus and herbicide residues entering the water courses, ultimately reducing the impact on the harbour. Further information can be obtained by contacting Howard Lang at 1-(519) 823-5700 ext. 318, Ontario Ministry of Agriculture and Food, Guelph.

- **Hamilton Harbour RAP tops the list** — Great Lakes United Citizens' conference, held last September in Buffalo provided a forum for discussion between representatives from the 42 Areas of Concern. Hamilton Harbour and Green Bay, Wisconsin received praise for public involvement in the project.
- The Hamilton RAP team is presently preparing a second Interim RAP report to be released in February 1988. All concerned citizens are encouraged to maintain their involvement in the process to ensure that the best possible plan is adopted for Hamilton Harbour.
- The International Joint Commission's Biennial Meeting was held November 18-20. For proceedings contact: Sally Cole-Mish, IJC, Great Lakes Regional Office, 100 Ouellette Avenue, Windsor, Ontario. (519) 256-7821.
- **Videos** — 1. Footage of underwater scenes of Hamilton Harbour.  
2. The National Water Research Institute's Program on Hamilton Harbour including the oxygenation experiment.  
Contact: Tom Murphy NWRI (336-4602).

## Remedial Action Plan Plan d'Assainissement

Canada Ontario

Canada-Ontario Agreement Respecting Great Lakes Water Quality  
L'Accord Canada-Ontario relatif à la qualité de l'eau dans les Grand Lacs

Hamilton Harbour Dialogue is a periodic newsletter sponsored by Environment Canada and the Ontario Ministry of the Environment. For information contact Keith Rodgers, coordinator of the Hamilton Harbour Remedial Action Plan, at the Canada Centre for Inland Waters, 867 Lakeshore Road, Burlington, (416)-336-4888.









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City Hall, 71 Main Street West, Hamilton, Ontario L8N 4J4

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1988

1988 March 16

## NOTICE OF MEETING

### TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, March 21, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

R. C. Prowse, Secretary  
Transport and Environment Committee

RCP:lp

**NOTE:** Delegations will be heard beginning at 3:00 o'clock p.m.

### A G E N D A:

1. Minutes of the Monday, February 15, 1988 and Monday, February 29, 1988 meetings of the Transport and Environment Committee.

### DIRECTOR OF PUBLIC WORKS

2. Recycling Coordinating Committee

### CITY SOLICITOR

3. Highway Expropriation - Offer of Compensation and Notice of Possession

URBAN MUNICIPAL

MAR 21 1988

GOVERNMENT DOCUMENTS





#### DIRECTOR OF PROPERTY

4. Purchase of Land by the City for Roadway and Municipal Services - Rear 385 Stone Church Road East
5. Purchase of Lands from The Roman Catholic Episcopal Corporation for Roadway Purposes - Part of 279 Upper Horning Road
6. Purchase of Land by the City for Roadway and Municipal Services - rear of 1575 Upper Gage Avenue
7. Purchase of Land from DiCenzo Construction Company Limited for the Extension of Templemead Drive

#### COMMISSIONER OF ENGINEERING

8. Subdivision Agreements
  - (a) Templemead Gardens
  - (b) Eaglewood Estates, Phase 1
  - (c) Anna Capri Gardens Addition
9. Philip Enterprises Inc. - Extension of Operating Hours
10. Request for Alley Closure - Portion of the East/West Alley bounded by Delaware, Stinson, Wentworth and Grant Avenue (between Nos. 145 & 147 Grant Avenue, from Grant Avenue to Approximately 24.2 m (80 feet) Easterly.
11. Banner Applications
  - (a) "Canadian Basketball Super Camp Welcomes Canadian and American College Coaches" - July 18, 1988 to July 25, 1988
  - (b) "Great Buys - Great Cause, Rotary T.V. Auction on Channel 14 & 30 - November 14, 1988 to November 21, 1988
12. Inadvertent Encroachment Agreement - 235 Hunter Street West

#### DIRECTOR OF TRAFFIC SERVICES

13. School Traffic Officers
  - (a) Upper Gage Avenue and Queensdale Avenue
  - (b) Callie Road and East 16th Street
  - (c) Ninth Avenue and Fernwood Crescent



14. Parking Regulations

- (a) East Side Park Street South, north of Charlton Avenue West
- (b) East side of Pearl Street North, south of Peter Street
- (c) West 34th Street, north of Bendamere Avenue
- (d) North Side of Elmira Drive between Magnolia Drive and Elora Drive

15. Reserved Handicapped Parking Space

- (a) 109 West Avenue North
- (b) 200 Province Street North
- (c) 143 Harmony Avenue

16. Time Limit Exemption Permits

- (a) 57 West Avenue North
- (b) 140 Bold Street

17. School Bus Loading Zone - South side of Herkimer Street West of Locke Street South

18. School Crosswalk in the Vicinity of Ray's Place Restaurant - 303 Dundurn Street South

19. Corner Clearance - West side of Ellingwood Avenue, south of Oakland Drive

20. Application for Boulevard Parking - Im-Pressive Printing - 78 Vine Street

MISCELLANEOUS

21. Attendance at upcoming Conferences

- (a) The Ontario Traffic Conference - Sunday, May 8 to Wednesday, May 11, 1988
- (b) APCA Joint Annual Conference 1988 on Sunday, April 17 to Wednesday, April 19, 1988
- (c) Specialty Conference on Acid Precipitation - Thursday, May 19 to Friday, May 20, 1988





MAYOR

22. (a) "Environment Week"  
(b) Municipal Infrastructure

DELEGATIONS - 3:00 O'CLOCK P.M.

23. School Traffic Officer on Pearl and Main - Ms. Catharine Andrus,  
43 Ray Street North.

BILLS

24. A By-law to alter James Street North between the C.N.R Mainline and  
Barton Street North in Schedule A hereto.



OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
1. St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
2. Proposed Closing of Access to Alley - Head & Lamoreaux Street	Oct. 20/87	Mr. Spencer	Awaiting response from applicant
3. Intersection of Regent and McIntosh Avenues	May 26/87	Ald. Murray	Tabled until further notice of Alderman Murray
4. Burlington and Mary Street - School Traffic Officer	July 31/87	Ald. Agro	Tabled until further notice - Alderman Agro
5. Increasing numbers of School Traffic Officers	Jan 4/88	Mrs. Buist	Report Pending
6. Increasing amount of road re-construction	Jan 4/88	Mr. Spencer	Report Pending
7. Strathcona Avenue and Florence Street - School Traffic Officer	Jan 18/88	Mrs. Buist	Tabled until further notice from Ald. Kiss
8. How S.T.O. Studies are Conducted	Jan 18/88	Mrs. Buist	Report Pending
9. Local Improvement Charges for Alleys	Jan 18/88	Mr. Spencer	Report Pending
10. Cablevision Pedestal in front yards	Oct 23/87	Mr. Spencer	Report Pending
11. Speed of Trains	Feb 15/88	Council	Tabled by Council January 27, 1987





<u>ITEM</u>	<u>ORIGINAL DATE</u>	<u>ACTION</u>	<u>STATUS</u>
12. Raising Snow Plough	Feb 15/88	Mr. Pavelka	Report Pending
13. Alternate Locations to hang banners	Feb 29/88	Mr. Spencer	Report Pending
14. Changing Parking Regulation - Frequency and Associated Cost	Feb 29/88	Mr. Main	Report Pending
15. Time Limit Exemption - 1061 King West	Feb 29/88	Ald. Kiss	Tabled until further notice from Ald. Kiss



Monday, February 15, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

1

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman G. Copps, Vice Chairman  
Alderman M. Kiss  
Alderman V. Agro  
Alderman P. Valeriano  
Alderman D. Agostino  
Alderman T. Murray

Regrets: Mayor R. Morrow (Civic Business)  
Alderman P. Cowell

Also Present: Mr. J. Pavelka, Director of Public Works  
Mr. M. Main, Director of Traffic Services  
Mr. R. Meiers, Engineering Department  
Mr. M. Watson, Property Department  
Ms. D. Buist, Hamilton-Wentworth Regional Police Dept.  
Mr. Joseph Wintar, Hamilton-Wentworth Separate  
School Board  
Sgt. Doug Erwin, Hamilton-Wentworth Region Police Dpt.  
Ms. Bernice Price, Hamilton Safety Council Liaison

The minutes of the Monday, February 1, 1988 meeting of the Transport and Environment Committee were adopted as circulated.

The Committee approved the following recommendation of the Manager of Purchasing respecting the purchase of asphalt for the Public Works Department for 1988:

Purchase of Asphalt for  
the Public Works  
Department for 1988

- (a) That a purchase order be issued to Taro Aggregates, Hamilton for the supply of Hot Mix (Cold Laying) Asphaltic Concrete at \$52.38 per tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.
- (b) That a purchase order be issued to Red-D-Mix Concrete, Hamilton for the supply of Hot Mix (Cold Laying) Asphaltic Concrete at \$54.74 per tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.
- (c) That a purchase order be issued to Cayuga Materials & Construction, Simcoe for the supply of Hot Mix (Cold Laying) Asphaltic Concrete at \$55.13 per tonne as and when required during 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender.

NOTE: Funds provided in Stock Materials Account #0393-3223.

The Committee approved the following recommendation of the Treasurer respecting a release of a holdback to Serv-A-Station Maintenance Ltd.:

Serv-A-Station  
Maintenance Ltd.

That the total holdback in the amount of \$10 366.23 be released to Serv-A-Station Maintenance Ltd. for the Substantial Performance of the contract P.O. 25990, for the installation of pumps and tanks for a Computerized Fuel Dispensing System pending receipt by the Treasury Department of the necessary release forms from the contractor and City Solicitor's Department.

NOTE: Alderman Kiss, Alderman Copps and Alderman Murray indicated that they wished to be recorded as being opposed to this motion.

Garbage Collection Agreement  
- 644 Upper Paradise Road

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 644 Upper Paradise Road:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and Amadan Investments Limited, for the collection of garbage at 644 Upper Paradise Road.

NOTE: This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

Garbage Collection Agreement  
- 1983-1989 Main Street West

The Committee approved the following recommendation of the City Solicitor respecting a Garbage Collection Agreement at 1983-1989 Main Street West:

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and Highland Mews Inc., for the collection of garbage at 1983-1989 Main Street West.

NOTE: This agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

An item respecting the Sale of an Alleyway between 57 and 59 Strathcona Avenue South was tabled at the request of Alderman Kiss so that she might have an opportunity to approach the area residents to determine their disposition with respect to this matter.

Sale of a Road Allowance  
- Old Nash Road

The Committee approved the following recommendation of the Director of Property respecting the Sale of a Road Allowance on Old Nash Road:

That an offer to Purchase executed by Joseph and Gino Tittarelli on behalf of Centennial Auto Services on January 30, 1988 and scheduled for closing 60 days after the enactment of a by-law to stop up, close and sell the road allowance of Old Nash Road, be approved and completed.

NOTE: This road allowance is located at the rear of 473 Nash Road North and contains approximately 0.8 acres (more or less). The purchase price of \$26 000 which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$2 600 is being held by the City Treasurer pending approval of this transaction.

School Traffic Officer  
- Inverness Avenue and Elcho Street  
Tabled

An item respecting the request for a School Traffic Officer at the Intersection of Inverness Avenue and Elcho Street was tabled with the understanding the Alderman Merling would investigate the need for a school traffic officer at this intersection.

School Traffic Officer denied at Fennell Avenue and Clarendon Intersection of Bruce-dale Avenue and East 5th was tabled

A request for a School Traffic Officer at the Intersection of Fennell Avenue and Clarendon Avenue/East 5th Street was denied while a request for a School Traffic Officer at the Intersection of Bruce-dale Avenue and East 5th Street was tabled.



The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Traffic Officer at the Intersection of Nash Road and Dover Drive:

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer at Nash Road and Dover Drive be removed.

NOTE: Alderman Kiss, Alderman Copps and Alderman Agostino indicated that they wished to be recorded as being opposed.

It was understood that Ms. Buist of the Hamilton-Wentworth Regional Police would review this location and report back in six months to the Committee.

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of School Traffic Officers at the intersections of King Street West and Pearl, and Main Street West and Pearl Street:

- (a) That the School Traffic Officer at the intersection of Main Street West and Pearl Street be removed; and
- (b) That the School Traffic Officer at the intersection of King West and Pearl Street be retained.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the West Side of Hillyard Street:

- (a) That a "Permit Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented in combination with the existing "No Parking, 8:00 a.m. to 12:00 noon, 3rd Wednesday Each Month, April to November" regulation on the west side of Hillyard Street between Burlington Street East and a point 302 feet southerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident in each of the one, two or three family dwellings abutting the regulation (to a maximum of 13), and any additional permits (to the maximum of 13) on a first come first served basis; and
- (c) The City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the North Side of Morningside Drive:

- (a) That parking be prohibited on the north side of Morningside Drive commencing at Princeton Drive and extending to a point 50 feet easterly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on Rexford Drive:

- (a) That stopping be prohibited on the east side of Rexford Drive commencing at Loconder Drive and extending to a point 45 feet northerly therefrom; and

School Traffic Officer  
- Intersection of Nash  
Road and Dover Drive

Removal of a School  
Traffic Officer  
- King Street West and  
Pearl

Parking Regulations  
- West Side of Hillyard  
Street

Parking Regulations  
- North Side of  
Morningside Drive.

Parking Regulations  
- Rexford Drive

- (b) That an "Alternate Side Parking" regulation be implemented on Rexford Drive between Loconder Drive and Rosewell Street, such that parking is prohibited;
- i. On the west and south side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and
- ii. On the east and north side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- (c) That the City Traffic By-law 66-100 be amended accordingly.

Parking Regulations  
- East Side of Hess  
Street North

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on the East Side of Hess Street North:

- (a) That a "Permit Parking" regulation be implemented on the east side of Hess Street North between Cannon Street West and Mill Street; and
- (b) That the Director of Traffic Services be authorized to initially issue one parking permit to eligible applicants residing in Nos. 116, 120 and 134 Hess Street North, and two parking permits to eligible applicants residing in Nos. 126 and 128 Hess Street North; and
- (c) That in the future, if parking permits are available, the Director of Traffic Services be authorized to redistribute parking permits to other eligible applicants residing in the block, on a first come first served basis, provided that the maximum of seven permits is not exceeded; and
- (d) That the City Traffic By-law 66-100 be amended accordingly.

Parking Regulations  
- East 32nd Street

The Committee approved the following recommendation of the Director of Traffic Services respecting Parking Regulations on East 32nd Street:

- (a) That in combination with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Friday" regulation be implemented on both sides of East 32nd Street between Concession Street and Crockett Street; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

Time Limit Exemption  
Permit  
- 57 West Avenue North  
Tabled

An item dealing with an Application for a Time Limit Exemption Permit at the Apartment Building at No. 57 West Avenue North was tabled at the request of Alderman Valeriano.

Time Limit Exemption  
Permit  
- 93 Bold Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for a Time Limit Exemption Permit at the Apartment Building at No. 93 Bold Street:

That the Director of Traffic Services be authorized to issue one time limit exemption permit to Cathy Franco, 1003-93 Bold Street.

The Committee approved the following banner display applications:

Banner Display  
Applications

- (a) That the "Creative Arts Incorporation" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 21, 1988 to November 28, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Festival of Friends Craft Show"  
Hamilton Convention Centre November 23-27/88

- (b) That the "Opera Hamilton" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from January 23, 1989 to January 30, 1989 subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Opera Hamilton - Popera III"  
February 2 & 4

- (c) That the "St. Joseph's Hospital" be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 23, 1988 to May 30, 1988, subject the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"A Special Event for St. Jo's"

- (d) That the "Mum Show Committee" be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 7, 1988 to November 14, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"Mum Show - Gage Park Greenhouses - Admission Free"

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to these Banner Display Applications.

The Committee approved the following applications for Inadvertent Encroachment Agreements:

Inadvertent Encroachment  
Agreements

- (a) 1544 Cannon Street West - date of Report February 4, 1988  
File No. T103-50(618)
- (b) 132 Wood Street East - date of Report January 27, 1988  
File No. T103-50(626)
- (c) 292 Hunter Street West - date of Report January 27, 1988  
File No. T103-50(626).

1544 Cannon Street West

132 Wood Street East

292 Hunter Street West

The Committee approved the following recommendation of the Commissioner of Engineering respecting the incorporation of Certain Lands into Greenshire Drive and Glenhaven Drive:

Incorporating Certain  
Lands  
- Greenshire Drive and  
Glenhaven Drive

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 26, Plan 62M-450 into Greenshire Drive and Block 43, Plan 62M-429 into Glenhaven Drive.

NOTE: The City of Hamilton is the owner of both blocks mentioned above and it is necessary that these be incorporated into their respective Drives to provide access from a soon to be registered Plan of Subdivision (commonly known as Gilkson Village).



Site Plan Control  
- East Mountain Industrial  
Area

The Committee approved the following recommendation of the Commissioner of Engineering respecting Site Plan Control for the East Mountain Industrial Area:

That Item 3 of the 7th Report of the Transport and Environment Committee adopted by City Council on April 30, 1985, requiring water run-off control storage of 2cm times the lot area in industrial zoned lands on the East Mountain, be rescinded.

NOTE: In 1985 as a result of a review of the drainage into Red Hill Creek it was decided to impose on the industrial lands on the East Mountain the requirement of providing retardation storage at the rate of 2cm times the lot area. The main reason for this requirement was the desire to reduce erosion in the lower reaches of the Red Hill Creek.

Since the adoption of this policy, the construction of the Freeway has been approved. This construction will result in modification to the creek channel in the areas which were to be protected by the retardation policy adopted in 1985.

Excess Levies paid on  
Plan of Subdivision  
- David Ben Survey,  
Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting the refund of excess levies paid on Plan of Subdivision for David Ben Survey, Hamilton:

That the City Treasurer be authorized and directed to issue a refund cheque to "Squiregate Enterprises Limited" for the sum of \$21 000, being the excess amount of lot levies paid in connection with "David Ben Survey" subdivision.

NOTE: The Developer was assessed lot levies at \$500 per lot, for one hundred sixty (160) lots when this plan was registered. After Part Lot Control was removed, only one hundred eighteen (118) lots were developed. Therefore, the Developer paid for forty-two (42) extra lots and has requested a refund. The amount to be refunded is \$21 000 (42 lots at \$500/lot).

Following Streets  
were to be reconstructed  
without widening or  
alterations:

With respect to a proposed by-law to reconstruct portions of Beland Avenue, Brant Street, Craigroyston Road, East 26th Street, Glen Road, Haymarket Street, Hughson Street, Isabel Avenue, and Kenora Avenue, it was agreed by the Committee that the following Streets were to be reconstructed without widening or alterations:

- (a) Beland Avenue
- (b) Craigroyston Road
- (c) East 26th Street
- (d) Glen Road
- (e) Hughson Street
- (f) Isabel Avenue.

Mrs. Tina Wilson of 38 Connaught Street South and Mrs. Burns of 33 Connaught Street South appeared before the Committee to request that a 4-way stop on Connaught and Dunsmure Road be installed. Alderman Hinkley appeared before the Committee to lend support to the residents request.

After considerable discussion it was moved by Alderman Valeriano, seconded by Alderman Merling that a 4-way stop be installed at the intersection of Connaught Avenue and Dunsmure Road. Carried.



With respect to an item dealing with the February 1, 1988 derailment in the Aberdeen Yard (C.P. Rail) it was moved by Alderman Valeriano seconded by Alderman Kiss that the C.P. Rail be contacted and requested to submit a full report as to the cause of the derailment and as to how these incidents may be avoided in the future. Carried.

Derailment in the  
Aberdeen Yard (C.P.  
Rail)

The Committee approved the following recommendation of the Commissioner of Engineering respecting the request of an Alley Closure on the portion of the North-South Alley between East 27th Street and East 28th Street:

Alley Closure  
- North-South Alley  
between East 27th  
Street and East 28th  
Street

- (a) i. That Item 26 of the 16th Report of the Transport and Environment Committee adopted by Council on September 30, 1986, which approved the closure of the alley in the block bounded by East 27th Street, Brucedale Avenue, East 28th Street and Fennell Avenue, be rescinded.
- ii. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980, for an order to stop-up and close a portion of the north/south alley between East 27th Street and East 28th Street from Fennell Avenue to approximately 39.5m northerly.
- iii. That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- iv. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court.
- v. That the Applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
- vi. That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.
- vii. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner(s) at a price of \$1.00.
- (b) Provided the Judge's Order to close the highway is granted:
- i. That the City Solicitor be directed to prepare a By-law for the sale of the closed highway to the abutting owner(s).
- ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

NOTE: It was moved by Alderman Copps seconded by Alderman Kiss that the land be sold to the abutting owners at a cost of \$1. Carried.

Subdivision Cost Sharing  
Policy

The Committee approved the following recommendation of the Commissioner of Engineering respecting Subdivision Cost Sharing Policy:

- (a) That the Subdividers not be required to pay for pavement and curbs where the City requires a land owner to develop reversed frontage single or double family housing.
- (b) That Greenhill Gardens Subdivision Phase III agreement be prepared on the above basis.

The Committee approved the following recommendation of the Commissioner of Engineering respecting a request for additional funds for the proposed construction of a concrete alley in a Block Bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue:

- (a) That the Transport and Environment Committee recommend to the Executive Committee an increase in the total cost of \$14 000 from \$85 000 to \$99 000 be provided for the construction of a concrete alley in the block bounded by Main Street, Kenilworth Avenue, Dunsmure Road and Crosthwaite Avenue.
- (b) That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for the increase in cost of this Capital Project.

The Committee approved the following recommendation of the Commissioner of Engineering respecting additional cost sharing for Rymal Road Upper Gage Avenue modified Subdivision Agreement, Sandrina Place, Hamilton:

That the City's share of the cost of curbs, sidewalks and final roads for Sandrina Place be increased by \$19 513 to \$54 995 and that the Executive Committee recommend the source of funding for these additional costs.

The Committee approved the following Subdivision Agreements:

- (a) David Ben Survey Addition, Hamilton - date of Report February 5, 1988  
File No. S704-24
- (b) Greenhill Gardens Phase 3, Hamilton - date of Report January 27, 1988  
File No. S707-60
- (c) Abbey Hill Farm - Kenedy Court, Hamilton - date of Report February 1, 1988, File No. S711-11
- (d) DiCenzo Gardens - Phase 2, Hamilton - date of Report February 3, 1988  
File No. S704-32.

With respect to an item dealing with By-laws to prohibit the sounding of Railway Engine Whistles at level crossings in the City of Hamilton, Alderman Agostino suggested that input from Police and the schools regarding the sounding of whistles during daytime should be considered by staff in preparing a report for the Transport and Environment Committee. This met with the general approval with the Committee members.

Additional Cost Sharing  
for Rymal Road Upper  
Gage Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting the proposed closure between Brampton Street and Nash Road:

- (a) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and sale, of Old Nash Road between Brampton Street and Nash Road.
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.
- (c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners.
- (d) That the applicant register a reference plan under The Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
- (e) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of The Regional Act.

The Committee was in receipt of a letter from Mrs. Bernice Price respecting the feasibility of lifting the snow plows at residential driveways.

It was agreed by the Committee that this item be referred to the Director of Public Works for a report.

The Committee discussed snow clearing charges relative to removal of snow from the Bus Stop areas.

It was agreed that Alderman Merling would raise the issue at Regional Council on Tuesday evening.

The following bills were introduced:

- (a) By-law to Widen/Alter portions of Brant Street; Haymarket Street and Kenora Avenue.
- (b) By-law to Extend Brigade Drive by incorporating Therein Block 147, Plan 62M-502.
- (c) By-law to Extend Dublin Drive by Incorporating Therein Block 148, Plan 62M-502.
- (d) By-law to Extend Josephine Drive by Incorporating Therein Block 149, Plan 62M-502.
- (e) By-law to Extend Delancey Boulevard by Incorporating Therein Block 150, Plan 62M-502.
- (f) By-law to Widen Hussar Avenue by Incorporating Therein Block 151, Plan 62M-502.

Proposed Closure  
between Brampton Street  
and Nash Road

Lifting Snow Plows at  
Residential driveways

BILLS

- (g) By-law to Widen Balharbour Drive by Incorporating Therein Parts 1 and 6, Plan 62R-8979.
- (h) By-law to Extend Beddoe Drive by Incorporating Therein Part 1, Plan 62R-9346.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp



Monday, February 29, 1988  
2:00 o'clock p.m.  
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman  
Alderman G. Copps, Vice Chairman  
Mayor R. Morrow  
Alderman M. Kiss  
Alderman V. Agro  
Alderman P. Valeriano  
Alderman D. Agostino  
Alderman P. Cowell  
Alderman T. Murray

Also Present: Mrs. B. Spademan, Public Works Department  
Mr. M. Main, Director of Traffic Services  
Mr. G. Aston, Planning Department  
Mr. T. Gill, Regional Engineering  
Mr. M. Watson, Property Department  
Mr. T. Bradley, Director of Purchasing  
Mr. E. Kowalski, Director of Community Development  
Mr. G. Lake, Regional Laboratories  
Sgt. Doug Irwin, Hamilton-Wentworth Regional Police  
Mrs. Wilson, Hamilton Board of Education  
Mrs. Bernice Price, Hamilton Safety Council Liaison  
Mrs. Diane Buist, Hamilton-Wentworth Regional Police Department

Mr. John Logan, Chairman of the 1988 Easter Seals Campaign for the Rotary Club of Hamilton, appeared before the Committee requesting the waiving of the installation fee of \$125 for the banner across Main Street.

Alderman Cowell declared a possible conflict of interest as he was a member of the Rotary Club.

After considerable discussion it was moved by Alderman Merling seconded by Alderman Murray that the request of the Easter Seals Campaign Chairman be denied. Carried.

Easter Seals Campaign  
- denied

Voting in favour of the motion were Alderman Merling, Alderman Copps, Alderman Kiss, Alderman Valeriano, and Alderman Murray. Voting in opposition were Mayor Morrow, Alderman Agro, Alderman Agostino.

It was agreed by Alderman Murray, Alderman Valeriano, Alderman Merling, and Mayor Morrow that they would share the cost of installing the Easter Seals Banner on behalf of the Hamilton Rotary Club.

The Committee approved the following recommendation of the Manager of Purchasing respecting the Collection of Compacted Garbage from Apartment Buildings:

Collection of Compacted  
Garbage from Apartment

- (a) That a purchase order be issued to Laidlaw Waste Systems, Ltd., Kitchener in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal at a cost of \$0.795 per suite per month until the 31st day of March, 1993.
- (b) That the City Solicitor be authorized and directed to obtain Ontario Municipal Board approval of the awarding of this contract as it exceeds the term of the present Council.
- (c) That an agreement satisfactory to the City Solicitor be entered into between the City and the successful bidder.

- (d) That Laidlaw Waste Systems, in accordance with its letter of February 29, 1988, continue to provide the services for collection of compacted waste from apartment buildings, on a month to month basis, in accordance with the terms and conditions of the existing agreement dated September 29th, 1983 (except for OMB approval), at a rate shown in (a) above.

NOTE: Lowest of three (3) proposal received. Funds provided in Garbage Collection Account #0350-0719.

Third Sector Recycling  
Enterprises  
- Townhouse & Condominium  
Complexes

The Committee approved the following recommendation of the Director of Public Works respecting Third Sector Recycling Enterprises - Townhouse & Condominium Complexes:

That a letter to townhouse/condominium complexes presently not involved in the multi-material recycling program, advocating that the property owners/managers make the necessary arrangements with Third Sector Employment Enterprises, be endorsed.

Blue Boxes by the  
Ministry of the  
Environment

The Committee approved the following recommendation respecting funding for Blue Boxes by the Ministry of the Environment:

That the Mayor and City Clerk be authorized and directed to sign an agreement with the Ministry of the Environment to allow them to pay their one third share of the blue box costs (estimated at \$142 427.70) before they are invoiced for their share.

NOTE: Ministry of the Environment representative, Mr. Frank Coschi, has advised that his Ministry wishes to help pay for the City's blue boxes out of their 1987/1988 fiscal year budget which ends on 1988 March 31.

Provincial subsidy to the sum of 1/3 of \$142 427.70  
= \$47 475.90 will be made available.

Mr. Don Zeller of 57 Strathcona Avenue South Mr. Fernando Demiglio of 59 Strathcona Avenue South and Mr. Jack Mitchell of Hamilton Video and Sound appeared before the Committee regarding an item dealing with the sale of an alleyway between 57 and 59 Strathcona Avenue South. These three gentlemen were in favour of the closing up and sale of the alley due to high incidents of vandalism, theft, pedestrian traffic, and garbage in the alleyway. It was further stated that the alley is of no use as a drive through because it is impossible to drive a car through the alley.

After considerable discussion it was moved by Alderman Kiss seconded by Alderman Valeriano that all the residents in the area be circularized as to whether or not they are in favour of closing the alley and that they be invited to attend the next meeting. This motion was lost.

It was moved by Alderman Kiss seconded by Alderman Copps that the staff recommendation respecting the sale of the alleyway between 57 and 59 Strathcona Avenue be denied. This motion was lost.

It was subsequently moved by Alderman Cowell seconded by Alderman Murray and carried, that the following recommendation of the Director of Property be approved:

- (a) That an offer to Purchase executed by Mr. Donald Zeller on February 2, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed.

NOTE: The subject parcel contains 750 square feet (more or less) and is located south of 57 Strathcona Avenue South. The Purchase price of \$750, which is subject to adjustments pursuant to Schedule "A", is to be credited to account 0280-02. A certified deposit cheque in the amount of \$75 is being held by the City Treasurer pending approval of this transaction.

- (b) That an Offer to Purchase executed by Fernando Demiglio and Aurora Demiglio on January 20, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed.

NOTE: The subject parcel contains 420 square feet (more or less) and is located north of 59 Strathcona Avenue South. The purchase price of \$420, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$40 is being held by the City Treasurer pending approval of this transaction.

- (c) That an Offer to Purchase executed by Strama Properties Inc. on January 8, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley between 57 and 59 Strathcona Avenue South be approved and completed.

NOTE: The subject parcel contains 363 square feet (more or less) and is located at the rear of 392 Main Street West. The purchase price of \$363, which is subject to adjustments pursuant to Schedule "A" is to be credited to account 0280-02. A certified deposit cheque in the amount of \$36 is being held by the City Treasurer pending approval of this transaction.

On February 24, 1987 in adopting Item 9 of the Fourth Report of the Transport and Environment Committee, City Council approved an application to close the subject alleyway.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the alleyway between 57 and 59 Strathcona Avenue South and the passage and registration of a by-law to sell the herein described land.

NOTE: Alderman Kiss and Alderman Copps indicated that they wished to be recorded as being opposed to this motion.

The Committee approved the following recommendation of the Director of Property respecting the sale of the east portion of an alleyway north of King Street East between Wellington Street North and West Avenue North:

That an Offer to Purchase executed by Trillium Funeral Services Corporation on January 20, 1988 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alley north of King Street East between Wellington Street North and West Avenue North, be approved and completed.

NOTE: This alley forms part of the East/West alley north of King Street East between Wellington Street North and West Avenue North. The subject parcel has a frontage along the westerly limit of West Avenue North of 12 feet (more or less) by a depth of 122.85 feet (more or less) containing 1 474.20 square feet (more or less). The purchase price of \$17 690, which is subject to adjustments, pursuant to Schedule "A" of the agreement is to be credited to account 0280-02. A certified deposit cheque in the amount of \$1 800 is being held by the City Treasurer pending approval of this transaction.

Sale of an Alleyway  
- North of King  
Street East between  
Wellington Street  
North and West Avenue  
North



The owners of 15 West Avenue North and their successors in title agree to allow the City of Hamilton to park a vehicle on their parking lot when servicing the park on the north side of King Street East between Wellington Street North and West Avenue North.

This Offer is conditional upon a Judge's Order being granted to close the alleyway north of King Street East between Wellington Street North and West Avenue North and the passage and registration of a by-law to sell the herein described land.

Sale Price of Closed  
Alleyways and Walkways

The Committee approved the following recommendation of the Director of Property respecting a policy regarding the sale price of Closed Alleyways and Walkways:

That the following policy on the sale prices of closed alleyways and closed walkways be adopted:

- (a) That the sale prices for the disposal of all closed alleys walkways whether closed through Judge's Order or By-law procedures be as follows:
  - i. for sales to adjacent residential home owners - \$1.00;
  - ii. for sales to adjacent commercial/industrial land owners - Fair Market Value.
- (b) That in addition to the sale price referred to above, each applicant shall:
  - i. pay the application fee set from time to time by Council (presently \$217), his own legal fees and survey costs;
  - ii. relocate fences and remove the pavement or surface covering at the applicant's expense; and
  - iii. pay for the cost of relocating utilities (if any), and any outstanding charges such as local improvement charges.
- (c) That the policy set out in paragraph (a) i. above shall not only apply to all subsequent sales of closed alleys or walkways to abutting homeowners, but also to the sale of walkways and alleyways to abutting homeowners that Council has already authorized to be closed and that offers to purchase such closed alleys or walkways already accepted by Council shall have their sale price so revised, provided the conveyance has not been registered.

School Traffic Officer  
- Parkdale Avenue North  
and Britannia  
Tabled

Alderman Christopherson appeared before the Committee to request that an item dealing with a School Traffic Officer at the Intersection of Parkdale Avenue North and Britannia be tabled for a three month period.

The Committee agreed to table this item for three months.

Shorten Loading Zone  
- North Side of Young  
Street

The Committee approved the following recommendation of the Director of Traffic Services with respect to a request to shorten a loading zone on the North side of Young Street, west of West Avenue South:

- (a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Young Street which commences at West Avenue and extends to a point 57 feet westerly therefrom be shortened, such that the regulation commences at a point 39 feet west of West Avenue and extends to a point 20 feet westerly therefrom.
- (b) That the City Traffic By-law 66-100 be amended accordingly.



Alderman Copps requested that a report be forwarded to the Committee on how often residents change their minds with respect to parking regulations and how is this reflected in terms of cost to the City.

The Committee approved the following recommendation of the Director of Traffic Services respecting Driveway Clearance on the South Side of Haymarket Street West of John Street South:

- (a) That a stopping prohibition be implemented on the south side of Haymarket Street commencing at John Street South and extending to a point 92 feet westerly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

Driveway Clearance  
- South Side of  
Haymarket Street  
West

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for Boulevard Parking by Buckingham York Ltd., for the property on the North/West Corner of Catharine Street South:

Boulevard Parking  
- Buckingham York Ltd.

That the application of Buckingham York Ltd., to lease a portion of the boulevards of Catharine Street South and Young Street adjacent to the parking lot located on the north/west corner of Catharine Street South and Young Street be approved provided that;

- (a) The applicant pays the annual fee in accordance with the fee structure approved by City Council on 1986 March 25. (Recommended rate is \$350 for 12 spaces), plus taxes, if any, in addition to the \$10 annual encroachment insurance charge approved by the City Council on 1984 February 14.
- (b) The owner pays a one-time \$25 registration fee, as approved by the City Council on 1986 January 14.
- (c) The owner pays a one-time \$150 processing fee, as approved by the City Council on 1988 January 14.
- (d) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- (e) The driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- (f) The owner executes an agreement, satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses, and loss.

An item respecting an application for a time limit exemption permit for 57 West Avenue North was tabled with the instructions that Mr. Main was to come back to the Committee with number of permits and the number of spaces available etc.

Time Limit Exemption  
Permit  
- 57 West Avenue North  
Tabled

An item respecting an application for time limit exemption permit for Apartment Building at 1061 King Street West was tabled with the understanding that Alderman Kiss wished to contact the residents.

Time Limit Exemption  
Permit  
- 1061 King Street West  
Tabled

Parking Regulations  
- South side of Stinson  
Street

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations on the south side of Stinson Street between Emerald Street and Ontario Avenue:

- (a) That parking be prohibited on the south side of Stinson Street between Emerald Street and Ontario Avenue; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.

DeSantis Gardens,  
Hamilton

The Committee approved the following recommendation of the Commissioner of Engineering respecting DeSantis Gardens, Hamilton:

That the City Solicitor be directed to accept the deed for Part 2, Plan 62R-4377 for the future Greenhill Avenue and register it as City lands. The transaction is to be for One Dollar with the deed to be prepared by the Legal Department.

NOTE: The City Planning and Development Committee has approved the Draft Plan requiring that Part 2, Plan 62R-4377 be used for Greenhill Avenue and the City's and Region's Capital Budgets provide for the construction of the road.

Encroachment Agreement  
for Dofasco Inc.,  
Pipe Bridge on Beach  
Road, Stapleton Avenue  
and Dofasco Avenue

The Committee approved the following recommendation of the Commissioner of Engineering respecting an encroachment agreement for Dofasco Inc., Pipe Bridge on Beach Road, Stapleton Avenue and Dofasco Avenue:

- (a) That Item 18 of the 16th Report of the Transport and Environment Committee which was approved by Council on September 24, 1985, dealing with an encroachment agreement with Dofasco Inc. for a pipe bridge over Beach Road and Dofasco Avenue, be rescinded.
- (b) That the application of Dofasco Inc. to retain the following encroachments on the road allowance of:

Beach Road, overhead pipe bridge and support tower footing being Part 3 on Plan 62R-9066

Stapleton Avenue, overhead pipe bridge being Part 4 on Plan 62R-9066

Dofasco Avenue, overhead pipe bridge and support tower footings being Parts 4, 5, and 9 on Plan 62R-9066

be approved, during the pleasure of Council provided:

- i. That the Dofasco Inc. enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and that an annual fee of \$845.25 plus applicable realty taxes be set for this privilege, which fee shall be due and payable to the corporation 30 days from the date of this resolution.
- ii. That an annual fee of \$845.25 plus applicable realty taxes be set for this privilege which fee shall be due and payable to the Corporation 30 days from the date of this resolution.

1988 February 29

The Committee approved the following Banner Display Applications:

Banner Display  
Applications

- (a) The "Ukrainian Orthodox Millennium" from July 25, 1988 to August 1, 1988 Report dated February 11, 1988, File No. T103-37.

"988 Ukrainian Orthodox Millennium 1988  
Copps Coliseum - August 14, 1988"

- (b) The "Hamilton & District Electrical Contractors" from April 11, 1988 to April 18, 1988, date of Report February 11, 1988, File No. T103-37.

"H.D.E.C. Welcomes Members to Ontario Electric  
League Conference April 14, 15, & 16"

- (c) The "Public Works Department" from December 12, 1988 to December 26, 1988, date of Report February 11, 1988, File No. T103-37.

"Don't Be Slow - Clear Your Snow"

- (d) The "Canadian Society of Safety Engineers" display a promotional from June 6, 1988 to June 13, 1988, date of Report February 12, 1988, File No. T103-37.

"Canadian Occupational Health & Safety Week"  
June 19-25

- (e) The "Physiotherapy Association, Hamilton District" permitted to from March 14, 1988 to March 21, 1988, date of Report February 23, 1988, File No. T103-37.

"Physiotherapy Week" (LOGO will also appear on banner)

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of these banner display applications.

The Committee approved the following recommendation of the Commissioner of Engineering respecting Integra Recycling Ltd.:

Integra Recycling Ltd.

- (a) That the Ministry of the Environment provide the proponent, Integra Recycling Ltd., with a Certificate of Approval to process and recycle batteries, at its facility located at 442-440 Burlington Street, provided that all Provincial and local regulations normally associated with the proposed operation, are complied with fully, and
- (b) That on the basis of the details provided in the application, a public hearing on the application is not necessary.

The Committee approved the following Plans of Subdivision as outlined in Reports from the Commissioner of Engineering:

Plans of Subdivision

- (a) Wentworth Place Phase I, Hamilton - date of Report February 16, 1988, File No. S723-30.
- (b) Templemead No. 2 Survey - Phase 5 Hamilton, date of Report February 19, 1988, File No. S720-22.
- (c) Hillside Terrace - Phase 4 Hamilton, date of Report February 22, 1988 File No. S708-43.

Wentworth Place Phase

Templemead No. 2 Surve

Hillside Terrace



The Committee approved the following recommendation of the Commissioner of Engineering respecting the Hamilton Perimeter Road Phase I Report:

- (a) That the Regional Municipality of Hamilton-Wentworth be advised that the Hamilton Perimeter Road Study is proceeding satisfactory.
- (b) That the Regional Municipality of Hamilton-Wentworth be requested to explore the possibility of obtaining financial assistance from the Federal Government for the construction of the Perimeter Road.
- (c) That the Waterfront Parks Advisory Sub-Committee be requested to make its submission directly to the Engineering Services Committee at the public forum to be held on 1988 March 30.

NOTE: City Council, at the meeting held 1987 November 10, directed that the Planning and Development Committee, Parks and Recreation Committee, and Finance Committee be requested to provide comments to the Transport and Environment Committee on the Phase I Report of the Hamilton Perimeter Road Study.

Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

The Committee was in receipt of an added item from the Planning and Development Committee respecting the possible designation of the Hamilton Harbour and its foreshore or portions thereof. It was agreed by the Committee to refer this matter to the Executive Committee with a request that a report come back to the Transport and Environment Committee.

Dr. Ken Rogers, Coordinator of the Hamilton Harbour Remedial Action Plan, appeared before the Committee along with Mr. Ray Stewart of the Ministry of the Environment and Mr. Simon Luannlen of Environment Canada, to discuss the Remedial Action Plan Process and to outline their findings to date.

BILLS

The following bills were introduced:

- (a) By-law to Authorize the Sale of Closed Highway (Alleyway) being the North-South Alley between Wentworth Street and Ashley Street, from the First Alley South of Cannon Street, to the Second Alley South of Cannon Street and Designated as Part 4, Plan 62R-9030.
- (b) By-law to Extend Greenshire Drive by Incorporating Therein Part 1, Plan 62R-8911.
- (c) By-law to Extend Rupert Court by Incorporating Therein Parts 4 and 7, Plan 62R-8968.
- (d) By-law to Expropriate land to extend Greenhill Avenue.

There being no further business the meeting was adjourned.

TAKEN AS READ AND APPROVED,

R. C. Prowse  
Secretary

ALDERMAN H. MERLING, CHAIRMAN  
TRANSPORT AND ENVIRONMENT COMMITTEE

/lp



2

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport and Environment Committee

FROM: J. G. Pavelka, Director  
Public Works Department

DATE: 1988 March 4  
COMM FILE:  
DEPT FILE: 88-2000D

SUBJECT: Recycling Coordinating Committee

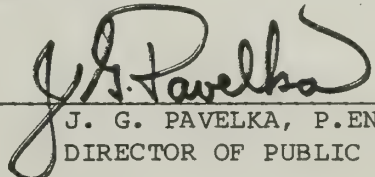
RECOMMENDATION

That the concept of a Recycling Coordinating Committee with the aim of improving the effectiveness and efficiency of recycling be endorsed.

That the City of Hamilton's participation, by being a member of a Recycling Coordinating Committee be approved.

That the Director of Public Works be approved as the City of Hamilton's representative on the Recycling Coordinating Committee.

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

  
J. G. PAVELKA, P.ENG  
DIRECTOR OF PUBLIC WORKS

N/A

BACKGROUND

With the popularity of recycling increasing and the number of initiatives being introduced to create more support for recycling increasing, representatives from almost all municipalities within Greater Hamilton met to create a "Recycling Coordinating Committee". Accordingly, the membership of the Recycling Coordinating Committee would include the following:

- The City of Hamilton
- The City of Stoney Creek
- The Town of Ancaster
- The Town of Dundas
- The Township of Flamborough
- The Township of Glanbrook
- The Region of Hamilton-Wentworth
- Hamilton-Wentworth Third Sector Employment Enterprises

It was also understood that when required, representatives from organizations, such as the Ministry of the Environment and OMMRI (Ontario Multi Materials Recycling Inc.) would attend to provide information or to hear suggestions from the Recycling Coordinating Committee.

The Recycling Coordinating Committee's objective is primarily to improve the effectiveness and efficiency of recycling within the Greater Hamilton area. Rather than constantly "reinventing the wheel" it was felt that a coordinating committee meeting regularly and initially monthly could transmit an awful lot of information and knowledge to each other and that by doing so, keep all the parties involved in recycling fully informed and up-to-date so that recycling in our respective communities can be very successful.

JGP:dw

3

FOR ACTION

REPORT TO: Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

FROM: K. A. Rouff  
City Solicitor

DATE: 1988 March 7

COMM FILE:

DEPT FILE: 55-0.77

SUBJECT:

Highway Expropriation - Offer of Compensation and Notice of Possession

RECOMMENDATION

With respect to the vacant land portion of 480 Rymal Road West, expropriated on December 18, 1987 for roadway and municipal purposes, the City Clerk is authorized and directed to:

(a) Sign and serve Notice in accordance with Section 41 of The Expropriation Act that possession of the property is required;

(b) Sign and serve Offers of Compensation for the expropriated land as follows:

\$45,200.00	Former Owner:	Kee-Salvalaggio Limited
\$1.00	Encumbrancer:	100 Main Street East Limited (holder of right-of-way)
\$1.00	Tenants:	Susan MacFarlane Thomas Anderson Reginald Kee J. Fildes

FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)

N/A

BACKGROUND

This land was expropriated by the City's Expropriation Plan 440182 C.D. pursuant to Expropriation By-Law 87-303, enacted on November 10, 1987.

Under The Expropriation Act, in order to acquire possession of the expropriated land, the City is required to make an Offer of Compensation and to give Notice of its intention to take possession.

Copies of an independent appraisal report which valued the land at \$45,200.00 will be served with the City's Offer of Compensation. The said Offer of Compensation and Notice of Possession are recommended by the Director of the Property Department.

DAP:lb

c.c. Mr. D. W. Vyce, Director of Property



FOR ACTION

4

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: March 7, 1988  
COMM FILE:  
DEPT FILE: 21.2.23  
(4507)

SUBJECT:

Purchase of Land by the City for Roadway and  
Municipal Services - Rear 385 Stone Church Road East

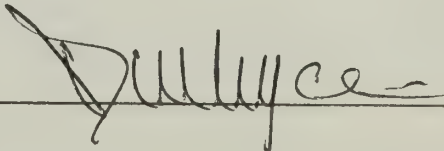
RECOMMENDATION

That an Option to Purchase a parcel of land at the rear of 385 Stone Church Road East executed by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton on February 18, 1988 and scheduled for closing on or before May 11, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is composed of part of Lot 11, Concession 7, formerly in the Geographic Township of Barton, now in the City of Hamilton being an irregular parcel of vacant land at the rear of 385 Stone Church Road East comprising an area of 24.9 square metres (268 square feet), more particularly described as Part 5 and 6 on Reference Plan 62R-8492. The purchase price of \$892.00 is to be charged to account 0280-02. Consideration in the amount of \$1.00 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

FINANCIAL IMPLICATIONS

The City will establish a one foot reserve along the proposed roadway in order to recover its costs for land and services from the abutting developers.

  
\_\_\_\_\_

March 7, 1988  
Transport & Environment Committee  
Page 2

BACKGROUND

The development of Aquila Place subdivision by DiCenzo Construction is conditional upon the acquisition of the subject land for road and services to the subdivision. This recommendation is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of land thereby.

Attach.

c.c. - Mr. K.A. Rouff, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. M. Chidley, Regional Surveyor

5

**FOR ACTION**

**REPORT TO:** Mr. R.C. Prowse, Secretary  
Transport & Environment Committee

**FROM:** Mr. D.W. Vyce, Director of Property

**DATE:** March 8, 1988

**COMM FILE:**

**DEPT FILE:** 100.90.129  
(4509)

**SUBJECT:**

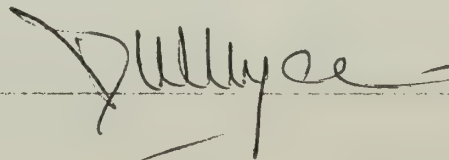
Purchase of Lands from The Roman Catholic Episcopal Corporation  
for Roadway Purposes - Part of 279 Upper Horning Road

**RECOMMENDATION**

- (1) That an Option to Purchase a parcel of land along the southerly limit of Upper Horning Road, executed by the Roman Catholic Episcopal Corporation of the Diocese of Hamilton on February 18, 1988 and scheduled for closing on May 24, 1988 be approved and completed.

**Note:** This property which is required for the extension of Stone Church Road West is triangular in shape, having a frontage along the southerly limit of Upper Horning Road of 96.036 metres containing 2,209.4 square metres, shown as Parts 3 and 4 on attached copy of Plan 62R-9295. The purchase price of \$40,500.00 is to be charged to account 0280-02, in which sufficient funds are available to provide for this closing. Consideration in the amount of \$1.00 has been paid to the owner and pursuant to the agreement forms part of the purchase price.

- (2) That Item 23(b) of the 11th Report of the Transport and Environment Committee, adopted by City Council on July 28, 1987 be amended to the extent that the previously authorized actions in the original resolution, be proceeded with without the acquisition of 855 Upper Horning Road, which was an original condition.



**FINANCIAL IMPLICATIONS**

See above recommendation (1).

BACKGROUND

On July 28, 1987, City Council authorized the acquisition of this property and 855 Upper Horning Road required for the extension of Stone Church Road West. The owners of 855 Upper Horning Road do not wish to sell their property as they are going to develop it themselves. A small parcel of land will be required from them for the roadway, but the roadway can be established at this time, without this small parcel.

We recommend approval of this transaction to allow for the establishment of road patterns, as proposed in the Gurnett Neighbourhood Plan.

Attach.

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
  - Mr. J.R.G. Leach, Regional Commissioner of Engineering
    - Attention: Mr. K. Brenner
    - Attention: Mr. M. Chidley, Regional Surveyor



6

**FOR ACTION**

REPORT TO: Mr. R.C. Prowse  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: March 10, 1988  
COMM FILE: 3-6.1  
DEPT FILE: 34.21.1  
(4507)

SUBJECT:

Purchase of Land by the City for  
Roadway and Municipal Services - rear of 1575 Upper Gage Avenue

RECOMMENDATION

That an Option to Purchase a parcel of land at the rear of 1575 Upper Gage Avenue executed by 448947 Ontario Limited (C.A.Ross), 250251 Holdings Limited (Percy Barnett), 250252 Holdings Limited (Percy Barnett) on February 25th, 1988 and scheduled for closing on or before May 24th, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is an irregular parcel of land having an area of 2,157.992 square metres (approximately 23,229 square feet). The purchase price of \$1.00 is to be charged to account 0280-02. Consideration in this amount has been paid to the owners and pursuant to the agreement forms part of the purchase price.

FINANCIAL IMPLICATIONS - N/A

BACKGROUND

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of land thereby.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

We attach hereto an Option to Purchase from 448947 Ontario Limited (C.A.Ross), 25051 Holdings Limited (Percy Barnett), 250252 Holdings Limited (Percy Barnett) for the purchase by the City of part of Lot 6, Concession 8, formerly Township of Barton, now in the City of Hamilton, being a parcel of land at the rear of 1575 Upper Gage Avenue having a total area of 2,1157.992 square metres (approximately 23,229 square feet) and more particularly described as Parts 12, 13, 14, 15 and 16 on an unnumbered plan prepared by A.J. Clarke and Associates, Surveyors.

Attach.

March 10, 1988  
Transport & Environment Committee  
Page 2

Continued...

c.c. - Mr. K.A. Rouff, City Solicitor  
- Mr. E.C. Matthews, City Treasurer  
- Mr. M. Chidley, Regional Surveyor

7

**FOR ACTION**

REPORT TO: Mr. R.C. Prowse, Secretary  
TRANSPORT & ENVIRONMENT COMMITTEE

FROM: Mr. D.W. Vyce, Director of Property

DATE: March 11, 1988  
COMM FILE: 3-6.1  
DEPT FILE: 34.2.1  
(4509)

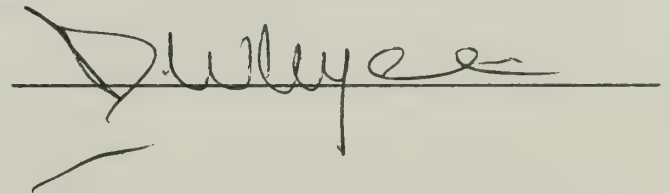
SUBJECT:

Purchase of Land from DiCenzo Construction Company Limited  
for the Extension of Templemead Drive

RECOMMENDATION

That an Option to Purchase a parcel of land for the extension of Templemead Drive executed by Anthony DiCenzo on behalf of DiCenzo Construction Company Limited on March 8, 1988 and scheduled for closing on May 24, 1988 be approved and completed.

Note: The subject property which is required by the City for roadway purposes is located at the southerly limit of Arno Street having a total area of 1,684.934 square metres (approximately 18,137 square feet). The purchase price of \$1.00 is to be charged to account 0280-02. Consideration in this amount has been paid to the owner and pursuant to the agreement forms part of the purchase price.



FINANCIAL IMPLICATIONS - N/A

BACKGROUND

This recommendation to purchase the subject land is in accordance with the City's policy to assist developers to establish roadways to their subdivisions and promote the development of their land.

The City will establish a one foot reserve along the proposed roadway in order to recover costs for land and services from the abutting developers.

We attach hereto an Option to Purchase from DiCenzo Construction Company Limited for the purchase by the City of a parcel of land at the southerly limit of Arno Street having a total area of 1,684.934 square metres (approximately 18,137 square feet) and more particularly described as Parts 7, 8 and 9 on the attached unnumbered Plan prepared by A.J. Clarke and Associates, Surveyors.

March 11, 1988  
Transport & Environment Committee  
Page 2

Continued...

- c.c. - Mr. K.A. Rouff, City Solicitor
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor



8(a)

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING


DATE: 1988 March 11  
COMM FILE: 3-11.4  
DEPT FILE: S719-20  
ID#0043D (34)

SUBJECT:

Plan of Subdivision for "Templemead Gardens", Hamilton.

RECOMMENDATION

- a) That the engineering schedules for the estimated cost of services in "Templemead Gardens" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have both been registered; and
- c) That in the event that the Subdivider wishes to proceed prior to the registration of the Plan of Subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- d) That the City's share of the cost of services for this development (\$120,440.00) be approved and that the Executive Committee recommend the source of funding for this project.

  
\_\_\_\_\_  
J. R. G. Leach  
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "Templemead Gardens" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Curbs and Sidewalks	\$ 16,307.00
Final Roadways	\$ 32,615.00
Catch Basins & Connections	\$ 10,640.00
Street Lighting	\$ 2,625.00
Sewers	\$ 47,121.00
Watermains	\$ 11,132.00
Total	\$120,440.00

Cont'd ....

- page 2 -  
March 11, 1988

Cont'd ....

A portion of the City's share (\$10,052.00) is associated with services to be installed along a 0.3 metre reserve on the east side of Independance Drive, immediately adjacent to the south limit of this plan of subdivision. The costs will be recoverable in the future when these lands develop. The remaining City's share (\$110,388.00) is associated with the lands along the west side of Independance Drive. These lands are owned by the City of Hamilton and are designated for Park and Recreational use. These servicing costs are not recoverable.

The estimated cost of the Subdivider's share of City services is \$45,723.42.


#### BACKGROUND

Clause 9(b) of the Nineteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on October 13, 1987 recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is 456941 Ontario Ltd. (F. Silvestri, President).

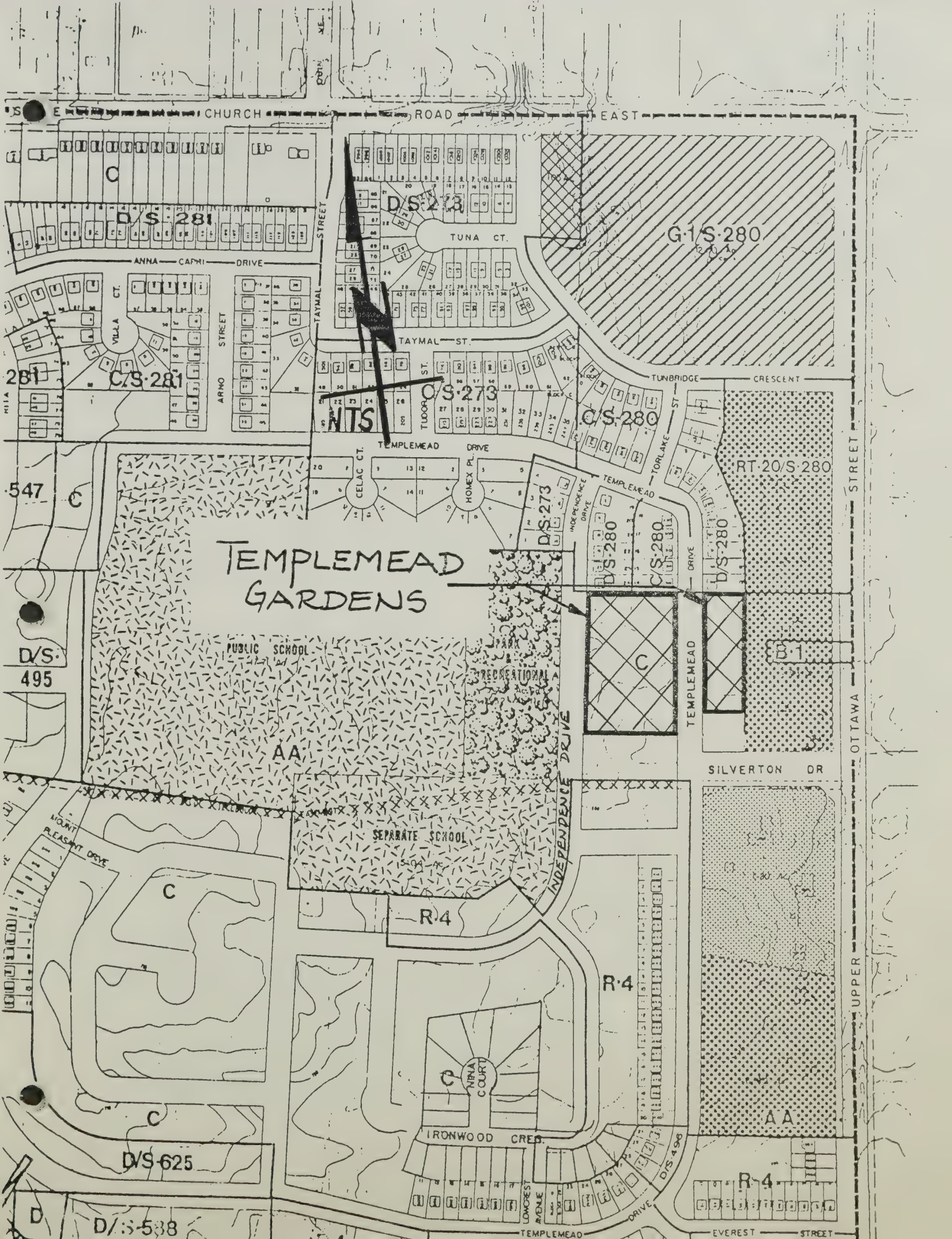
Copies of the Engineer's estimates for the cost of services, Schedule "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of 25 lots for residential use.

 DVC:lj

cc: J. Schatz, Secretary, Executive Committee  
cc: E. Matthews, City Treasurer  
cc: B. Hotrum, City Treasury Department











8(b)

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:            J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

DATE:    March 11, 1988  
COMM FILE:    3-11.4  
DEPT FILE:    S705-21  
ID#0043D (36)

SUBJECT:

Plan of Subdivision for "Eaglewood Estates - Phase 1", Hamilton

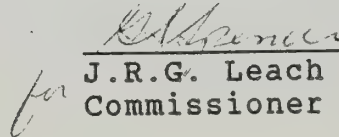
RECOMMENDATION

- a)        That the engineering schedules for the estimated cost of services in "Eaglewood Estates - Phase 1" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement;
- b)        That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have both been registered; and
- c)        That in the event that the Subdivider wishes to proceed prior to the registration of the Plan of Subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- d)        That the City's share of the cost of services for this development (\$262,907.00) be approved and that the Executive Committee recommend the source of funding for this project.
- e)        That the City Solicitor be directed to apply to the Regional Municipality of Hamilton-Wentworth for approval to establish Royalvista Drive pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.
- f)        That the City Solicitor be authorized and directed to prepare a By-law to incorporate Parts 1 and 3, Plan RCH-282 into Royalvista Drive and Part 9, Plan RCH-282 into Presidio Drive. The said By-law for these lands is to be registered following the registration of the plan of subdivision for "Eaglewood Estates - Phase 1".
- g)        That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block "C", Plan 62M-219 into Enola Avenue, Block "F", Plan 62M-219 into Eaglewood Drive, and Block "46", Plan 62M-472 into Eaglewood Drive. The said

Cont'd ....

Cont'd . . .

By-law for these lands is to be registered following the registration of the plan of subdivision for "Eaglewood Estates - Phase 1".

  
J.R.G. Leach  
for Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "Eaglewood Estates - Phase 1" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Curbs and Sidewalks	\$ 39,534.00
Final Roadways	\$131,108.00
Catch Basins & Connections	\$ 8,419.00
Dead End Barricade	\$ 1,123.00
Street Lighting	\$ 6,000.00
Fencing	\$ 1,568.00
Sewers	\$ 58,890.00
Watermains	\$ 16,265.00
 TOTAL City Share	 \$262,907.00

A portion of the City's share (\$59,964.00) is associated with extra width and/or extra depth asphalt on Royalvista Drive and Eaglewood Drive and is not recoverable. An additional portion of the City's share (\$137,263.00) is attributable to City owned parklands along the south side of Presidio Drive. These costs also are not recoverable. The remaining portion of the City's share (\$65,680.00) is associated with services on Royalvista Drive which will be recoverable when abutting lands develop.

The Subdivider's cost of municipal services associated with this subdivision is estimated to be \$474,910.36

#### BACKGROUND

Clause 9(c) of the Thirteenth Report of the Planning and Development Committee, as adopted by City Council at its meeting held on June 23, 1987 recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is 660555 Ontario Limited (M. Maravich, President).

Copies of the Engineer's estimates for the cost of services, Schedule "E", "F", "F1" and "G", and copies of the proposed Final Survey Plan, all as prepared by A.J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of 64 lots

-page 3-  
March 11, 1988

Cont'd . . .

for residential use. Services are also being provided for an additional seven (7) residential lots and one (1) commercial block on Royalvista Drive between this subdivision and Upper Gage Avenue.

For the Committee's information, the City presently owns those lands which are required to complete the southerly portion of the Presidio Drive road allowance adjacent to Lots 21 to 32 inclusive, and that portion of the Royalvista Drive road allowance from the easterly limit of this plan to Upper Gage Avenue.

A By-law is required to be prepared and registered to establish these parts of Pesidio Drive and Roaylvista Drive, as public road allowances. These lands are shown as Part 9 and Parts 1 and 3 respectively on a Reference Plan numbered RCH-282.

Also, since the Royalvista Drive road allowance is to be established opening onto a Regional Road (Upper Gage Avenue, Regional Road No. 163), the City must apply to the Region for approval to do so, pursuant to Section 48(3) of the Regional Municipality of Hamilton-Wentworth Act.

In addition to the above-noted By-laws for establishing portions of certain road allowances, there are also 3 - 0.3 metres reserves owned by the City located at the limits of this subdivision on Eaglewood Drive and Enola Avenue, which are to be incorporated into the respective road allowances. These 0.3 metres reserves are known as Blocks "C" and "F" on Plan 62M-219 and Block "46" on Plan 62M-472 and when incorporated into the respective road allowances will provide access to the plan of subdivison for "Eaglewood Estates - Phase 1".

*DK* DVC:clc

cc: J. Schatz, Secretary, Executive Committee  
B. Matthews, City Treasurer  
B. Hotrum, City Treasury Department  
K. Rouff, City Solicitor  
D. Vyce, Director of Real Estate  
M. A. Chidley, Regional Surveyor





8(c)

ID #0043D

F O R   A C T I O N

REPORT TO:     MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE:    March 14, 1988

COMM FILE:    3-11.4

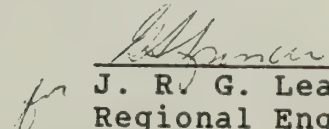
DEPT FILE:    S701-41

SUBJECT

Plan of Subdivision for "Anna Capri Gardens Addition", Hamilton

RECOMMENDATION

- a) That the engineering schedules for the estimated cost of services in "Anna Capri Gardens Addition" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.
- b) That the approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have both been registered; and
- c) That in the event that the Subdivider wishes to proceed prior to the registration of the Plan of Subdivision, he should be permitted to do so at his own risk, provided that he enters into a Standard Agreement for Pre-Servicing.
- d) That the City's share of the cost of services for this development (\$64,504.00) be approved and that the Executive Committee recommend the source of funding for this project.

  
\_\_\_\_\_  
J. R. G. Leach, Commissioner  
Regional Engineering

- page 2 -  
March 14, 1988

Plan of Subdivision for "Anna Capri Gardens Addition", Hamilton

Cont'd ....

FINANCIAL IMPLICATIONS

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "Anna Capri Gardens Addition" is as follows:

<u>TYPE OF WORK</u>	<u>AMOUNT TO BE FINANCED</u>
Curbs and Sidewalks	\$14,368.00
Final Roadways	43,957.00
Catch Basins & Connections	3,368.00
Dead End Barricade	561.00
Street Lighting	<u>2,250.00</u>
TOTAL	\$64,504.00

The City's share is associated with services along the south side of Templemead Drive. These lands are owned by the School Board. Servicing costs are recoverable under the present Servicing Agreements between the City and the Board.

The estimated cost of the Subdivider's share of City services is \$67,328.16.

BACKGROUND

Clause 8(b) of the Second Report of the Planning and Development Committee, as adopted by City Council at its meeting held on January 27, 1987, recommended that a Subdivision Agreement be entered into between the City and the owners of the lands to be subdivided. The present owner of these lands is DiCenzo Construction Co. Ltd. (T. DiCenzo, President).

- page 3 -  
March 14, 1988

Plan of Subdivision for "Anna Capri Gardens Addition", Hamilton

Cont'd .....

Copies of the Engineer's estimates for the cost of services, Schedule "E", "F" and "G", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates, have been submitted to Regional Engineering for approval. Development of these lands will result in the creation of 8 lots for residential use.

 DVC:sm

cc: J. Schatz, Secretary, Executive Committee  
cc: E. Matthews, City Treasurer  
cc: B. Hotrum, City Treasury Department





9

F O R   A C T I O N

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:        G. S. SPENCER,  
COMMISSIONER OF ENGINEERING

DATE:   1988 March 14  
COMM. FILE:   3-11.5  
DEPT. FILE:   E308-01

SUBJECT

Philip Enterprises Inc.  
Extension of Operating Hours

RECOMMENDATION

That the Philip Enterprises Inc. request for an amendment to their Certificate of Approval to permit an extension of the operating hours at their 77 Brant Street, and 52 Imperial Street facilities in Hamilton, be given favourable consideration by the Ministry; and furthermore, that we concur with the Ministry's opinion that this particular request for amendment does not warrant an Environmental Assessment Board Hearing.

*for* *G. S. Spencer*  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

None

BACKGROUND

Philip Enterprises Inc. is a local business which provides a waste handling and processing service to Hamilton-Wentworth industries. The types of wastes processed by the proponent are generally those which the Region cannot accept at its facilities.

- page 2 -  
March 14, 1988

Philip Enterprises Inc.  
Extension of Operating Hours

Cont'd ....

The facilities for which extended hours of operation are being requested are centrally located in the heart of the industrial section of the City of Hamilton, and are within easy access to most client industries requiring the exclusive type of disposal services offered by the company.

In addition to providing their normal disposal and process service, Philip Enterprises is also one of the few companies in this Region licensed to accept contaminated or semi-hazardous wastes which may result from accidental spills. As such, this company is required to be on stand-by to provide disposal services after hours or on weekends when no other disposal facilities are available.

On the basis of the demands being imposed on the company by industry and by the various environmental regulatory agencies, the request by the proponent to extend the hours of operation at their disposal facilities is both practical and warranted.

VT/sm

F O R   A C T I O N

10

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: J. R. G. LEACH,  
COMMISSIONER OF ENGINEERING

DATE: 1988 March 02  
COMM FILE: 3-11.9.3  
DEPT FILE: T103-03-(145)  
ID#0043D (25)

SUBJECT:

Request for Alley Closure.

Portion of the East/West Alley bounded by Delaware, Stinson, Wentworth and Grant Avenue (between Nos. 145 & 147 Grant Ave., From Grant Ave. to Approx 24.4m (80 feet) Easterly.

RECOMMENDATION

A.

- (a) That Item 38 of the 12th Report of the Transport and Environment Committee adopted by Council on July 26, 1983 which approved the closure of the alley in the block bounded by Delaware Ave., Stinson St., Wentworth St. South and Grant Avenue, be rescinded.
- (b) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980, for an order to stop-up and close a portion of the east/west alley between Nos. 145 & 147 Grant Ave., from Grant Ave. to approximately 24.4m (80 feet) easterly.
- (c) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.
- (d) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court.
- (e) That the Applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.
- (f) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd ....

- page 2 -  
March 2, 1988

Cont'd ....

- (g) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner(s).

Provided the Judge's Order to close the highway is granted:

B.

- (a) That the City Solicitor be directed to prepare a By-law for the sale of the closed highway to the abutting owner(s).
- (b) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the By-law.

*for* J. R. G. Leach  
Commissioner of Engineering

#### FINANCIAL IMPLICATIONS

N/A

#### BACKGROUND

On July 26, 1983, in adopting Item 38 of the 12th Report of the Transport and Environment Committee, City Council approved the original application, which was to close the entire alleyway. However, some of the abutting owners would not consent to the closure.

The owners of 145 and 147 Grant Avenue are interested in having the portion of alleyway between their two properties closed and sold to them.

RPM:ed

cc: D. W. Vyce, Director  
Property Department

cc: K. A. Rouff, City Solicitor  
Att: Ms. L. Lawrence

cc: E. A. Simpson, City Clerk



11(a)

F O R   A C T I O N

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
                  TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH,  
                  COMMISSIONER OF ENGINEERING

DATE:   1988 February 24

COMM FILE:   3-11.7  
DEPT FILE:   T-103-37  
ID#0043D(93)

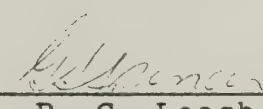
SUBJECT:

Banner Display Application  
July 18, 1988 to July 25, 1988

RECOMMENDATION

That the "Metropolitan Hamilton Basketball School" be permitted to display a promotional banner across Main Street West, in front of City Hall, from July 18, 1988 to July 25, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"CANADIAN BASKETBALL SUPER CAMP WELCOMES  
CANADIAN AND AMERICAN COLLEGE COACHES"

  
\_\_\_\_\_  
J. R. G. Leach  
for Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved, an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department, is required.

BACKGROUND

We have received an application from "Metropolitan Hamilton Basketball School" requesting permission to display a promotional banner across Main Street, in front of City Hall.



F O R   A C T I O N

11(b)

REPORT TO:   MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:       J. R. G. LEACH  
COMMISSIONER OF ENGINEERING

DATE: 1988 March 4  
COMM FILE: 3-11.7  
DEPT FILE: T103-37  
ID#0043D

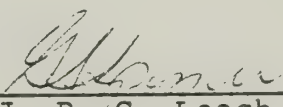
SUBJECT:

Banner Display Application  
November 14, 1988 to November 21, 1988

RECOMMENDATION

That the "ROTARY CLUB OF HAMILTON" be permitted to display a promotional banner across Main Street West, in front of City Hall, from November 14, 1988 to November 21, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985, September 30, 1986 and January 13, 1987, with the following message:

"GREAT BUYS - GREAT CAUSE, ROTARY T.V. AUCTION ON  
CHANNEL 14 & 30 - Nov. 14 - 21, 1988

*for*   
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

If the application is approved an installation fee of \$125.00 payable to the City of Hamilton, c/o Public Works Department.

BACKGROUND

We have received an application from "The Rotary Club of Hamilton" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RPM:tlj







12

F O R   A C T I O N

REPORT TO:    MR. R. C. PROWSE, SECRETARY  
                 TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:           J. R. G. LEACH  
                 COMMISSIONER OF ENGINEERING

DATE:    1988 March 14  
COMM. FILE:    3-11.5  
DEPT. FILE:    T103-50 (631)  
ID#0043D

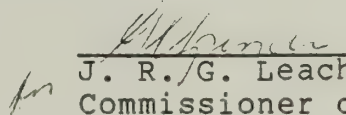
SUBJECT

Inadvertent Encroachment Agreement  
235 Hunter Street West, Hamilton

RECOMMENDATION

That the application of Mr. M. McHugh, Solicitor, on behalf of the present owner of 235 Hunter St. W., Hamilton, Mr. Joseph Farah, to retain the following inadvertent enroachment consisting of concrete steps (1.52 m x 0.36 m), be approved during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
2. That a first year fee of \$125.00, and subsequent annual fee of \$20.00 be set for this privilege.
3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

  
\_\_\_\_\_  
J. R. G. Leach  
Commissioner of Engineering

FINANCIAL IMPLICATIONS

N/A

- page 2 -  
March 14, 1988

Inadvertent Encroachment Agreement  
235 Hunter Street West, Hamilton

Cont'd ....

BACKGROUND

The existing roadway encumbrance(s) may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CVB:sm

cc: L. Farr, City Solicitor's Dept.

FOR ACTION

13(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

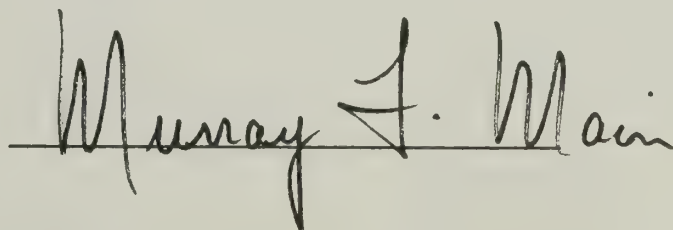
DATE: 1988 March 03  
COMM FILE: TEC-43  
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Upper Gage Avenue and Queensdale Avenue - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Upper Gage Avenue and Queensdale Avenue, at this time.

Murray F. Main

FINANCIAL IMPLICATIONS

The Regional Police have advised that the cost of assigning a School Traffic Officer to any intersection in the City, during the morning and evening crossing periods is \$4,270.00 and presently, there are no funds budgeted for additional School Traffic Officers.

**BACKGROUND**

Alderman John Smith has forwarded to the Traffic Department a petition signed by 41 residents requesting that a School Traffic Officer be assigned to the signalized intersection of Upper Gage Avenue and Queensdale Avenue from 8:30 a.m. to 9:00 a.m. and 3:45 p.m. to 4:30 p.m.. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

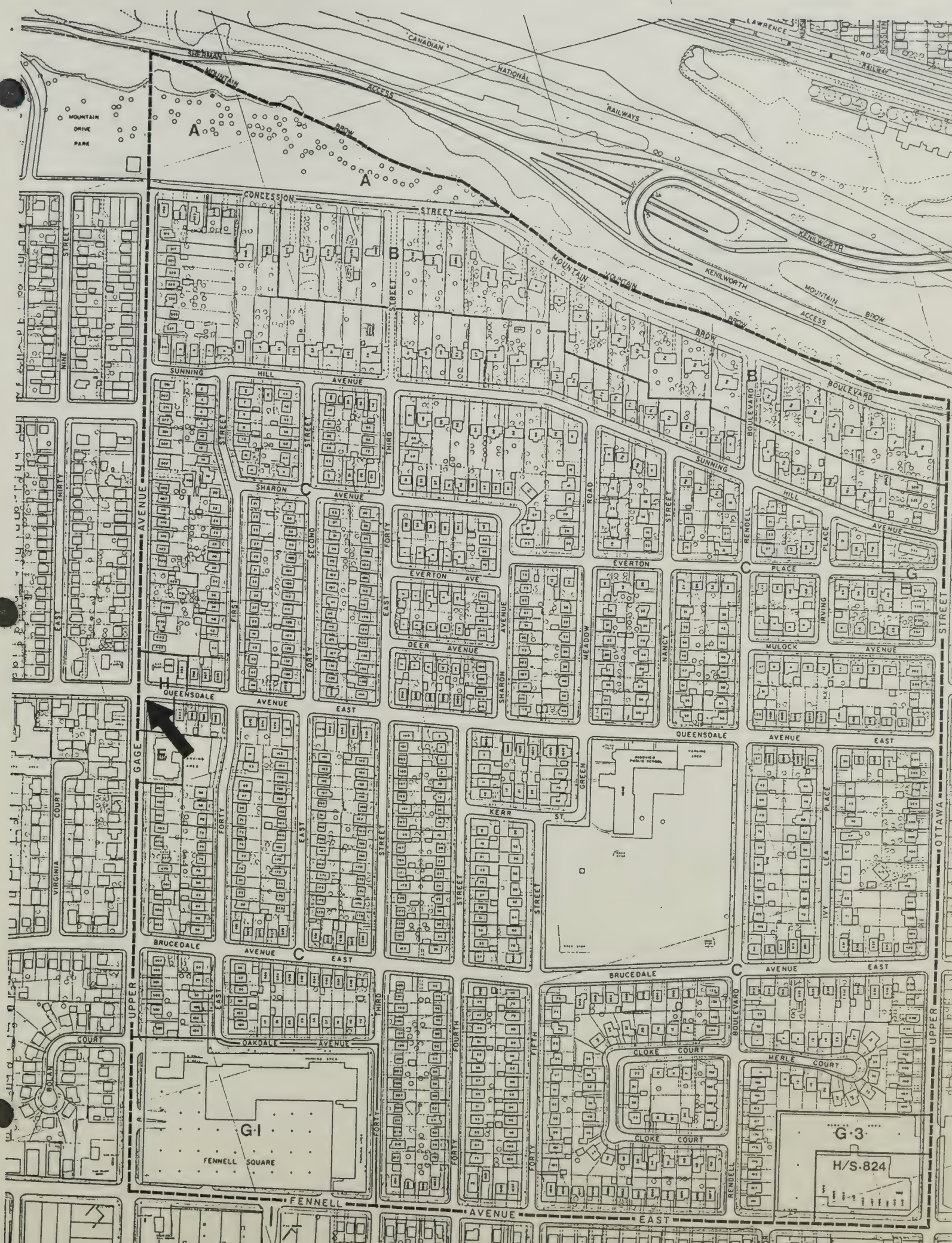
The Regional Police conducted studies at this location under normal school crossing conditions on 1988 February 04 and 05, and observed that the children had no problems crossing with the traffic signal at this location. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Upper Gage Avenue and Queensdale Avenue.

Traffic Department records indicate that this intersection has averaged approximately 10 motor vehicle collisions per year in the past five years. However, in the same time period, there has not been a reported pedestrian collision at the intersection. The presence of a School Traffic Officer could not improve upon this perfect pedestrian safety record at this intersection.

For these reasons, the Traffic Department concurs with the recommendations of the Regional Police Department.

cc: Mrs. D. Buist  
Hamilton-Wentworth Regional Police





H/S-824





FOR ACTION

13(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

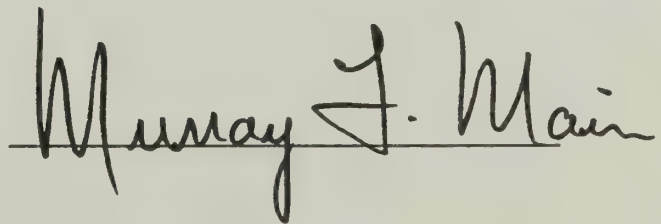
DATE: 1988 March 09  
COMM FILE: TEC-44-88  
DEPT FILE: 3-9.6

SUBJECT:

Intersection of Callie Road and East 16th Street - Request for a School Traffic Officer.

RECOMMENDATION

- a) That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Callie Road and East 16th Street at this time; and
- b) That stopping be prohibited on both sides of East 16th Street between Callie Road and a point 66 feet northerly therefrom; and
- c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

The Regional Police have advised that the cost of assigning a School Traffic Officer on a full-time basis to any intersection in the City is presently \$5,980.00 and presently, there are no funds budgeted for additional School Traffic Officers.

**BACKGROUND**

Alderman Henry Merling has advised the Traffic Department of requests that a School Traffic Officer be assigned to the intersection of East 16th Street and Callie Road. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

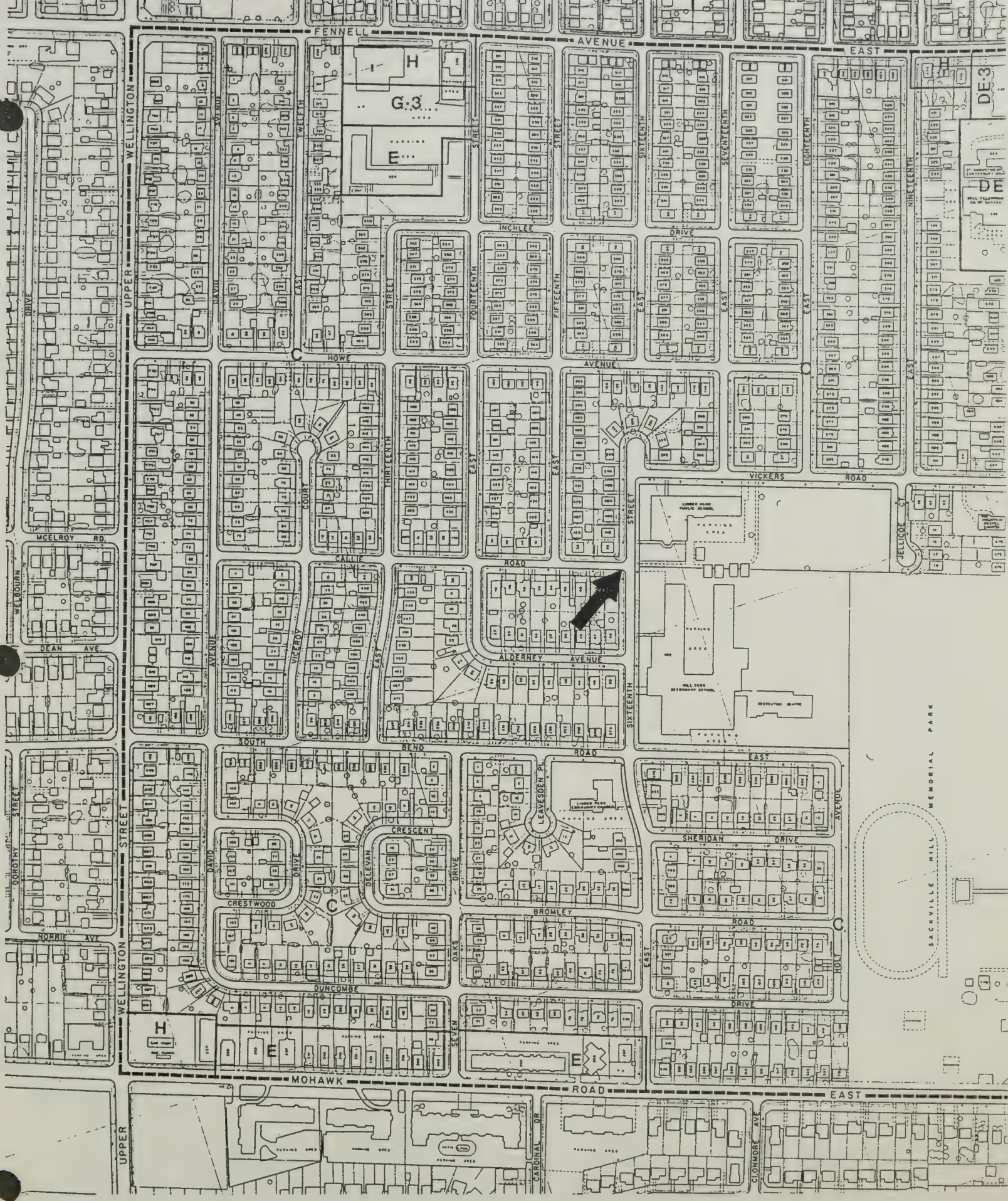
The Regional Police conducted studies at this location under normal school crossing conditions on 1987 October 20, and observed that although approximately 170 children crossed East 16th at Callie during the three school crossing periods, there were regular safe gaps in traffic at the intersection, and the children had no problems crossing with the present three-way stop control. It was also observed that since Hill Park Secondary School dismisses classes before Linden Park, that vehicles belonging to staff and students of Hill Park do not interfere with children leaving Linden Park. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Callie and East 16th. However, in order to improve visibility and minimize the incidence of children running through parked vehicles, the Regional Police have recommended that the existing 51 foot "No Stopping" corner clearance on the west side of East 16th north of Callie be extended northerly, and that a stopping prohibition be implemented on the east side of the street such that stopping would be prohibited on both sides of East 16th between Callie and the door to Linden Park School.

Traffic Department records indicate that there has not been a motor vehicle collision reported at this intersection in at least the past seven years. Therefore, the presence of a School Traffic Officer could not improve upon this perfect safety record. For these reasons, the Traffic Department concurs with the recommendations of the Regional Police Department.

The proposed stopping prohibition on the east side and the extension of the existing stopping prohibition on the west side to improve safety for children will not eliminate any legal on-street parking spaces, and therefore, should not result in any parking problems for area residents.

cc: Mrs. D. Buist  
Hamilton-Wentworth Regional Police





DE-3

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UP OF LAKES

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13(c)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 09  
COMM FILE: TEC-48-88  
DEPT FILE:

SUBJECT:

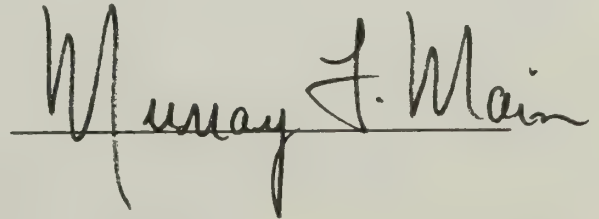
Intersection of Ninth Avenue and Fernwood Crescent - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Ninth Avenue and Fernwood Crescent at this time; and

That, in accordance with a general traffic by-law provision, "No Stopping" signs be erected on the south side of Ninth Avenue commencing at a point 29 feet east of Fernwood Crescent and extending to a point 70 feet westerly therefrom; and

That the City Traffic By-law 66-100 be amended accordingly.

  
Murray F. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

In November 1987, the Traffic Department received a letter from Mrs. Shelley Scutt, 99 East 45th Street, requesting that a School Traffic Officer be assigned to the intersection of Ninth Avenue and Fernwood Crescent, which is immediately adjacent to Fernwood Park Public School. The subject intersection is a "T" type intersection, and presently, southbound traffic on Fernwood is required to stop for eastbound and westbound traffic on Ninth.

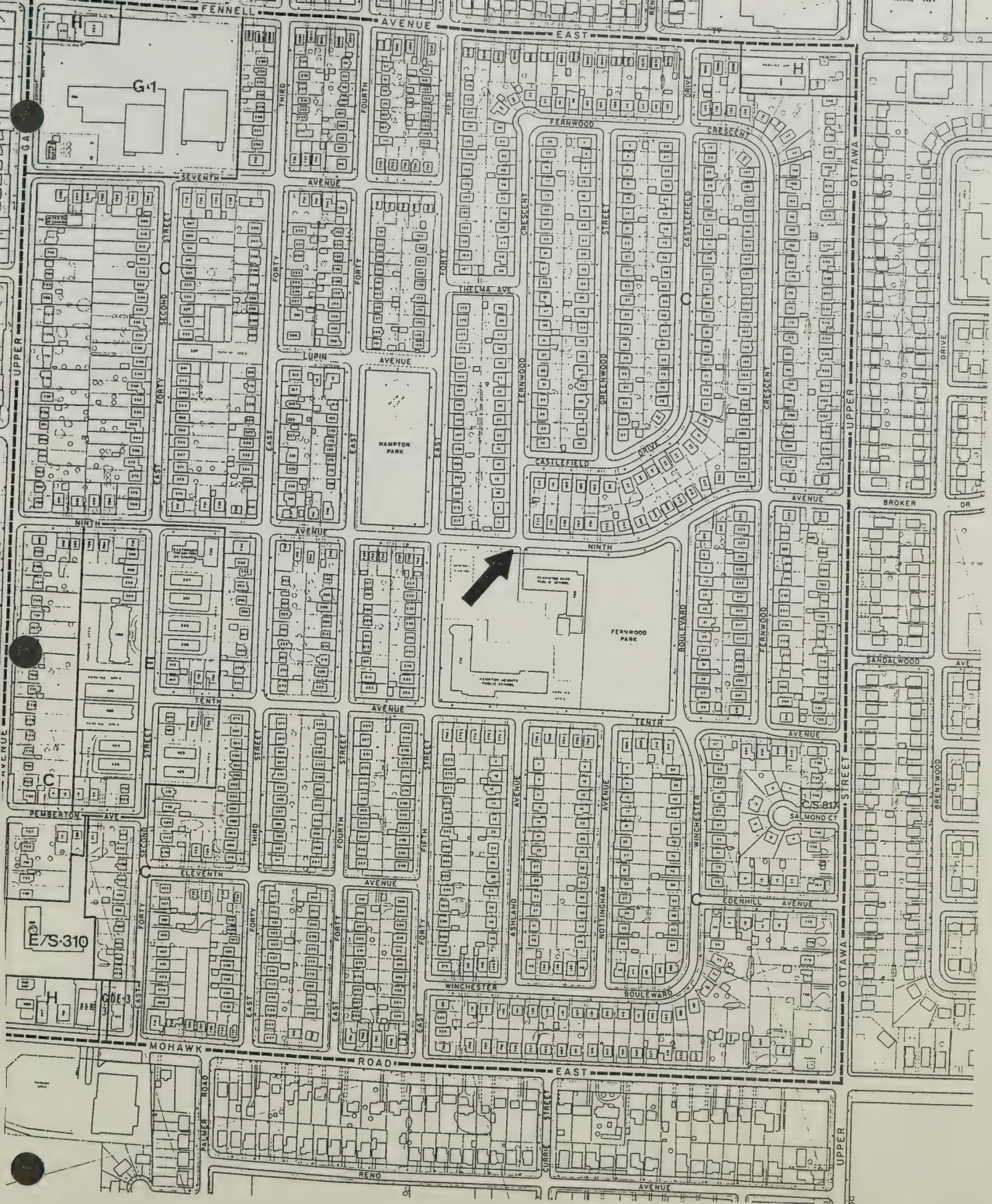
In accordance with approved procedure, the Regional Police conducted studies at this location on 1988 January 21. A total of 94 children were observed crossing Ninth at Fernwood during the three school crossing periods. However, the Regional Police concluded that "there were regular gaps at all crossing times, and the children had no problem crossing". Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to this location at this time.

Traffic Department records indicate that there have been no reported accidents at the intersection of Ninth and Fernwood in at least the past 5 years. Therefore, the intersection is operating safely under the present control, and the Traffic Department concurs with the Regional Police that a School Traffic Officer is not required at this intersection at this time.

The Regional police did observe a problem with parents stopping their vehicles within the painted crosswalk at this intersection while picking up and dropping off their children. The principal of Fernwood Park Public School has subsequently written to the Traffic Department and requested that "No Stopping" signs be erected to prevent parents from stopping their vehicles in the intersection. Therefore, the Traffic Department concurs with this request, and recommends that "No Stopping" signs be erected within the intersection and across the driveway to the school parking lot and a fire hydrant. The proposed stopping prohibition would be 99 feet in length, but would not require a by-law entry since the signs will be erected in accordance with general by-law provisions, and would not result in any loss of legal on-street parking spaces.

cc: Mrs. D. Buist  
Hamilton-Wentworth Regional Police







14(a)

FOR ACTION

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

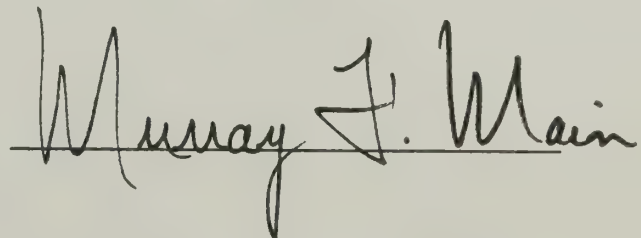
DATE: 1988 March 03  
COMM FILE: TEC-42-88  
DEPT FILE: 3-9.2

SUBJECT:

East Side of Park Street South, north of Charlton Avenue West - Parking Regulations.

RECOMMENDATION

- a) That a "No Parking 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation be implemented on the east side of Park Street South commencing 112 feet north of Charlton Avenue West and extending to a point 29 feet northerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs.



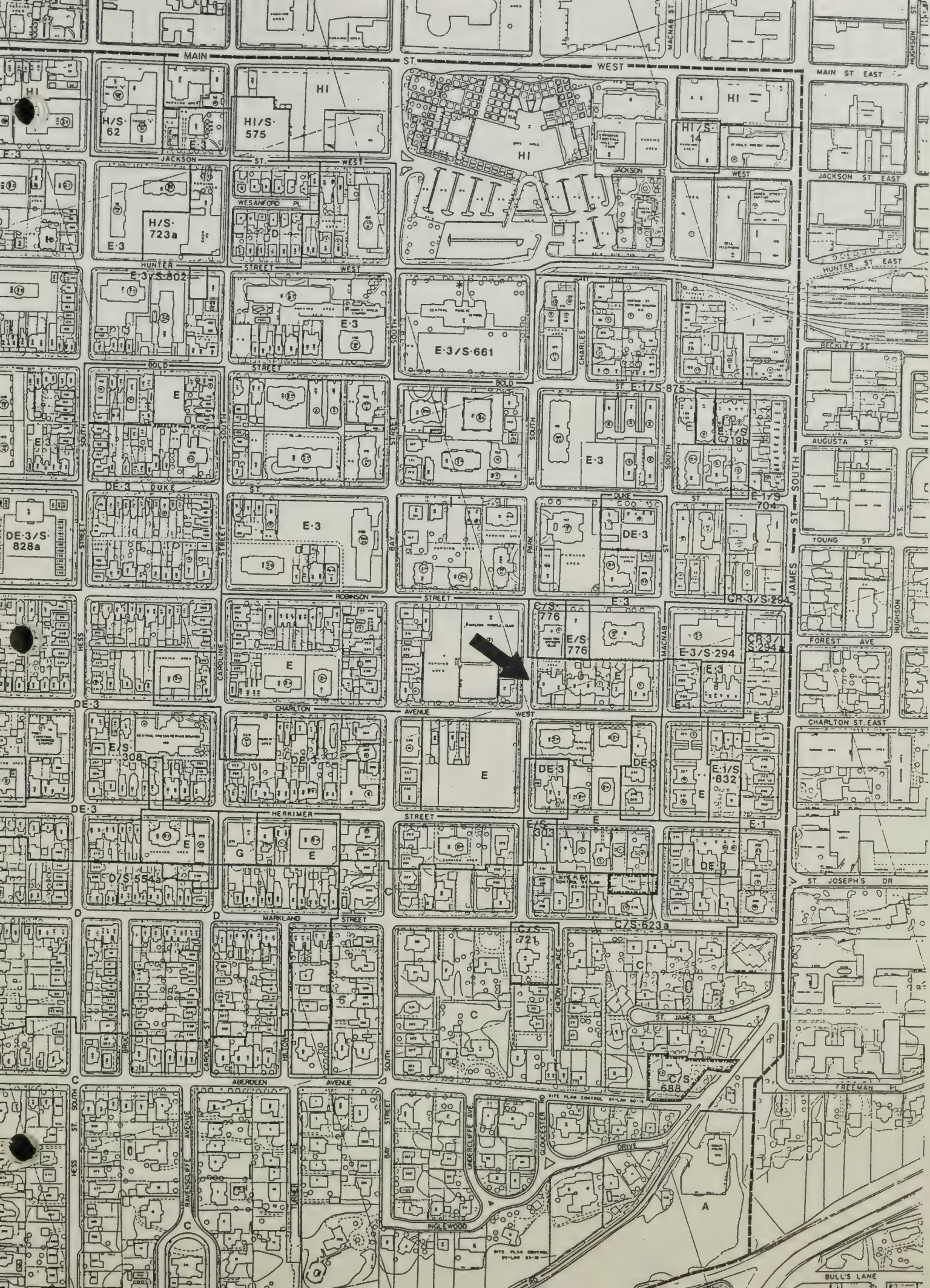
**BACKGROUND**

Alderman Vince Agro has advised the Traffic Department of a request from a patient who attends the physiotherapy clinic located on the northeast corner of Park and Charlton, that a loading area be designated on Park so that patients may be dropped off or picked up in front of the entrance to the clinic. Presently, there is a "Three Hour Parking, 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the east side of Park between Charlton and Robinson, except for a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation for loading and unloading in front of the Officer's Club. The west side of the street is also controlled by a three hour parking time limit between 8:00 a.m. and 6:00 p.m., Monday to Saturday.

The Traffic Department has contacted the physiotherapy clinic, and a representative of the clinic has indicated that they would be in favour of the regulation. Therefore, the Traffic Department concurs with the request for a loading area in front of the clinic.

The implementation of this parking prohibition would result in a loss of only one legal parking space on the street. However, the Traffic Department would not anticipate any parking problems resulting since there are no residential properties abutting the block in question, and since parking would still be permitted on both sides of the street.









FOR ACTION

14(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

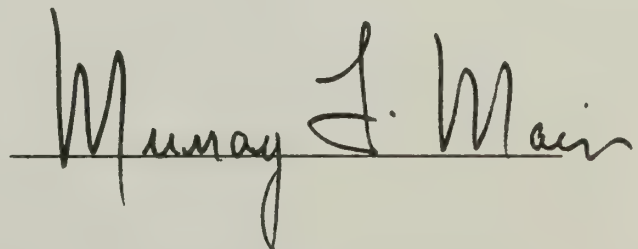
DATE: 1988 March 09  
COMM FILE: TEC-46-88  
DEPT FILE: 3-9.2

SUBJECT:

East side of Pearl Street North, south of Peter Street - Parking Regulations.

RECOMMENDATION

- a) That a "No Parking Anytime" regulation be implemented on the east side of Pearl Street North commencing 90 feet south of Peter Street and extending to a point 31 feet southerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.

  
Murray L. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating Budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND**

The Traffic Department has received a request from the resident at No. 74 Pearl Street North, that a loading area be designated in front of his home so that Darts buses may load and unload his wife who is confined to a wheelchair. Presently, parking is prohibited on the west side of Pearl in the block between Napier and Peter Streets and there is unrestricted parking on the east side of the street in front of the applicants home.

The implementation of the regulation would eliminate one on-street parking space. However, since the space would be entirely in front of the applicants home, and since parking would still be permitted on the remainder of the east side of the street in this block, the Traffic Department concurs with the request.







FOR ACTION

14(c)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

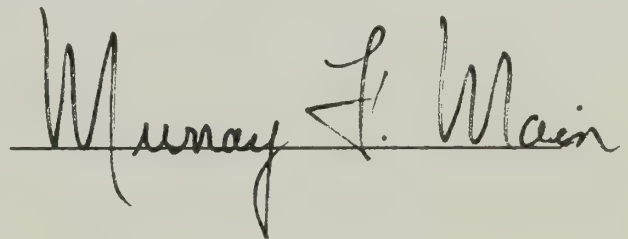
DATE: 1988 February 22  
COMM FILE: TEC-37-88  
DEPT FILE: 3-9.2

SUBJECT:

West 34th Street, north of Bendamere Avenue - Parking Regulations.

RECOMMENDATION

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 34th Street commencing at Bendamere Avenue and extending to a point 332 feet northerly therefrom, and on the east side of the West 34th Street commencing at Bendamere Avenue and extending to a point 331 feet northerly therefrom; and
- (b) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$2.00 per month charge for each parking permit will off-set the cost to some degree.

BACKGROUND

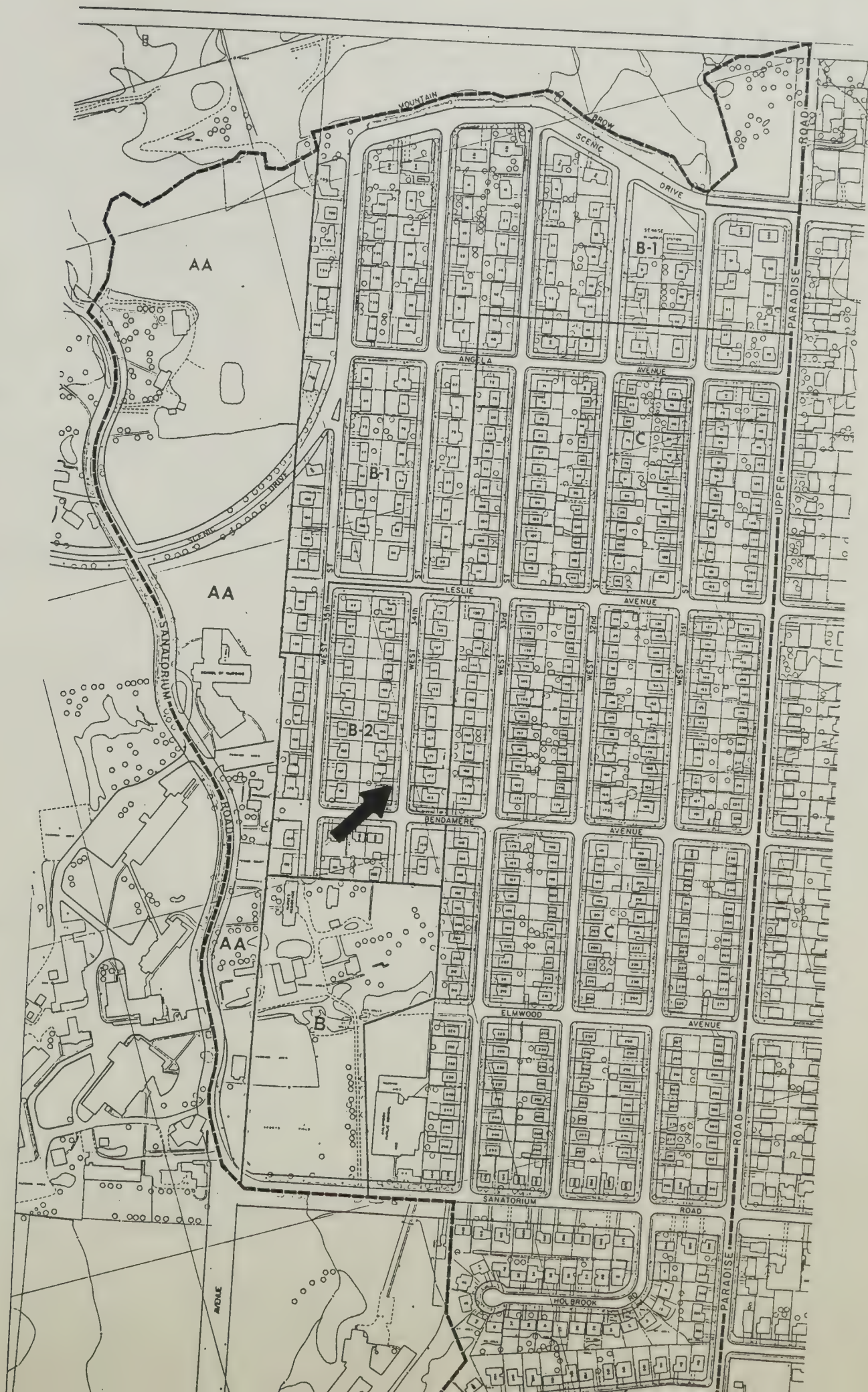
The Traffic Department has received a petition signed by representatives of all ten of the homes on West 34th Street abutting the southerly portion of the block between Bendamere Avenue and Leslie Avenue, requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m. Monday to Friday" regulation be implemented on both sides of West 34th in front of these homes because of long-term non-resident parking by staff and students of Chedoke Hospital. Presently, there is unrestricted free parking on West 34th in this area.



The implementation of the requested regulation on the southerly portion of the block would eliminate long-term parking by non-residents in this area. However, it may transfer the non-resident parking to the northerly portion of the block. Therefore, residents on the remaining portion of the block may in the future, request that the regulation be extended across the frontage of their homes.

Area residents would be entitled to purchase permits to exempt them from the signed time limit. Therefore, since all of the residential properties in this area have off-street parking provided, and since the petition is signed by representatives of all ten of the homes on the southerly portion of the block, the Traffic Department concurs with the request.







FOR ACTION

14(d)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

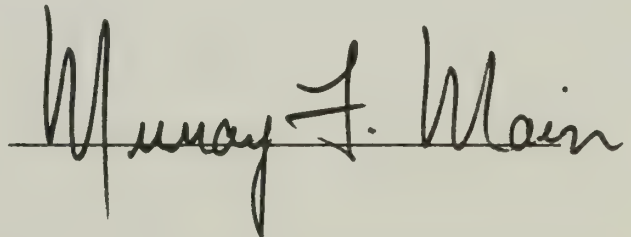
DATE: 1988 March 03  
COMM FILE: TEC-41-88  
DEPT FILE: 3-9.2

SUBJECT:

North Side of Elmira Drive between Magnolia Drive and Elora Drive - Parking Regulations.

RECOMMENDATION

- a) That parking be prohibited on the north side of Elmira Drive between Magnolia Drive and Elora Drive; and
- b) The City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating Budget for manufacturing, erecting and maintaining the required signs.

BACKGROUND

The Traffic Department has received several telephone calls from residents in the area of Elmira Drive requesting that parking be removed from one side of the street, west of Magnolia Drive, because of a safety hazard created by

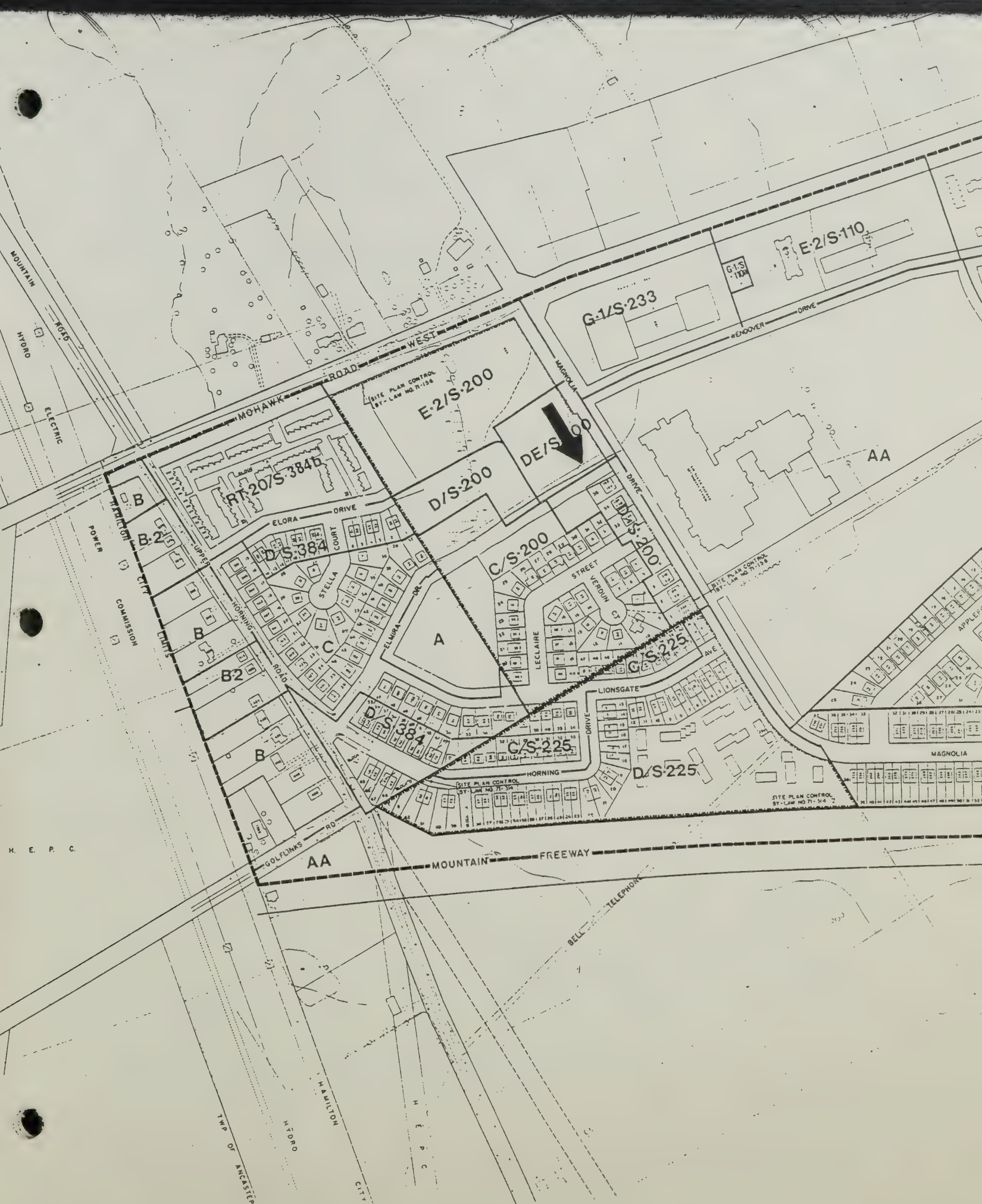


parked vehicles on both sides of the street by students of Sir Allan MacNab High School. Elmira has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The Traffic Department supports the principal of removing parking from one side of narrow streets such as this to facilitate traffic movement. While it is normal procedure to request a petition, there are no residential properties fronting on this section of Elmira and the Traffic Department has received several telephone calls from concerned area residents. Therefore, the Traffic Department concurs with the request and recommends that parking be prohibited on the north side of Elmira between Magnolia and Elora.

The implementation of this parking prohibition would result in a loss of approximately four legal parking spaces along the flankage of two residential properties. However, the Traffic Department would not anticipate any parking problems resulting for area residents, since all of the residential properties in the area have off-street parking available, and since parking would still be permitted on the south side of the street in this block, and on both sides of the remainder of the street.







FOR ACTION

15(a)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

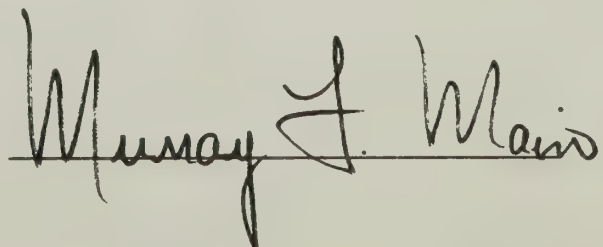
DATE: 1988 March 10  
COMM FILE: TEC-52-88  
DEPT FILE: 3-9.1

SUBJECT:

No. 109 West Avenue North - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION

- a) That in combination with the existing "Alternate Side Parking" regulation, that a "Permit Parking" regulation be implemented on the west side of West Avenue North commencing 295 feet south of Evans Street and extending to a point 30 feet southerly therefrom, and on the east side of West Avenue North commencing 297 feet south of Evans Street and extending to a point 20 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Sharon Long, 109 West Avenue North; and
- c) That the City Traffic By-law 66-100 be amended accordingly.



FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the costs to some degree.

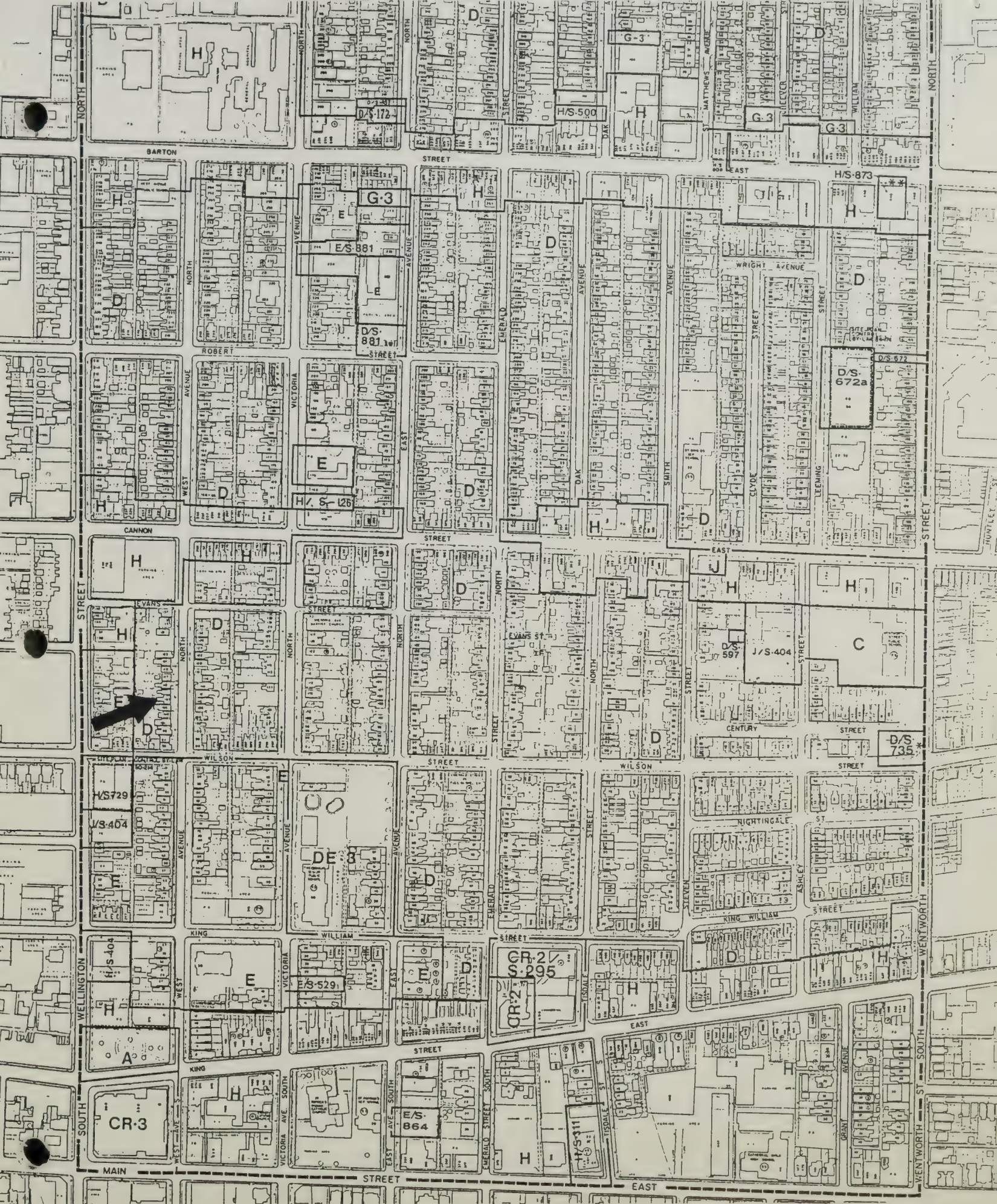
**BACKGROUND**

The Traffic Department has received a request from Sharon Long, 109 West Avenue North, that a reserved permit parking space be designated on the street in front of her home, since she is confined to a wheelchair. Presently, there is an "Alternate Side Parking" regulation on West Avenue in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that Mrs. Long has a reserved parking space on a year round basis. The resident of 110 West Avenue, located directly across the street from 109 West Avenue, has written to the Traffic Department to advise that he has no objections to reserving the space in front of his home for Mrs. Long.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mrs. Long possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, it appears that Mrs. Long has a genuine need for a reserved on-street parking space directly in front of her home and across the street in front of 110 West Avenue North, and the Traffic Department concurs with this request.









FOR ACTION

15(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

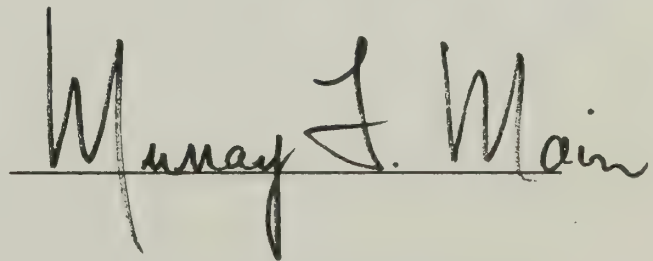
DATE: 1988 March 10  
COMM FILE: TEC-51-88  
DEPT FILE: 3-9.1

SUBJECT:

No. 200 Province Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION

- a) That a "Permit Parking" regulation be implemented on the east side of Province Street North, commencing at a point 136 feet north of Britannia Avenue and extending to a point 26 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Fred Lloyd, 200 Province Street North; and
- c) That the City Traffic By-law 66-100 be amended accordingly.

  
Murray I. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the permit will off-set the cost to some degree.

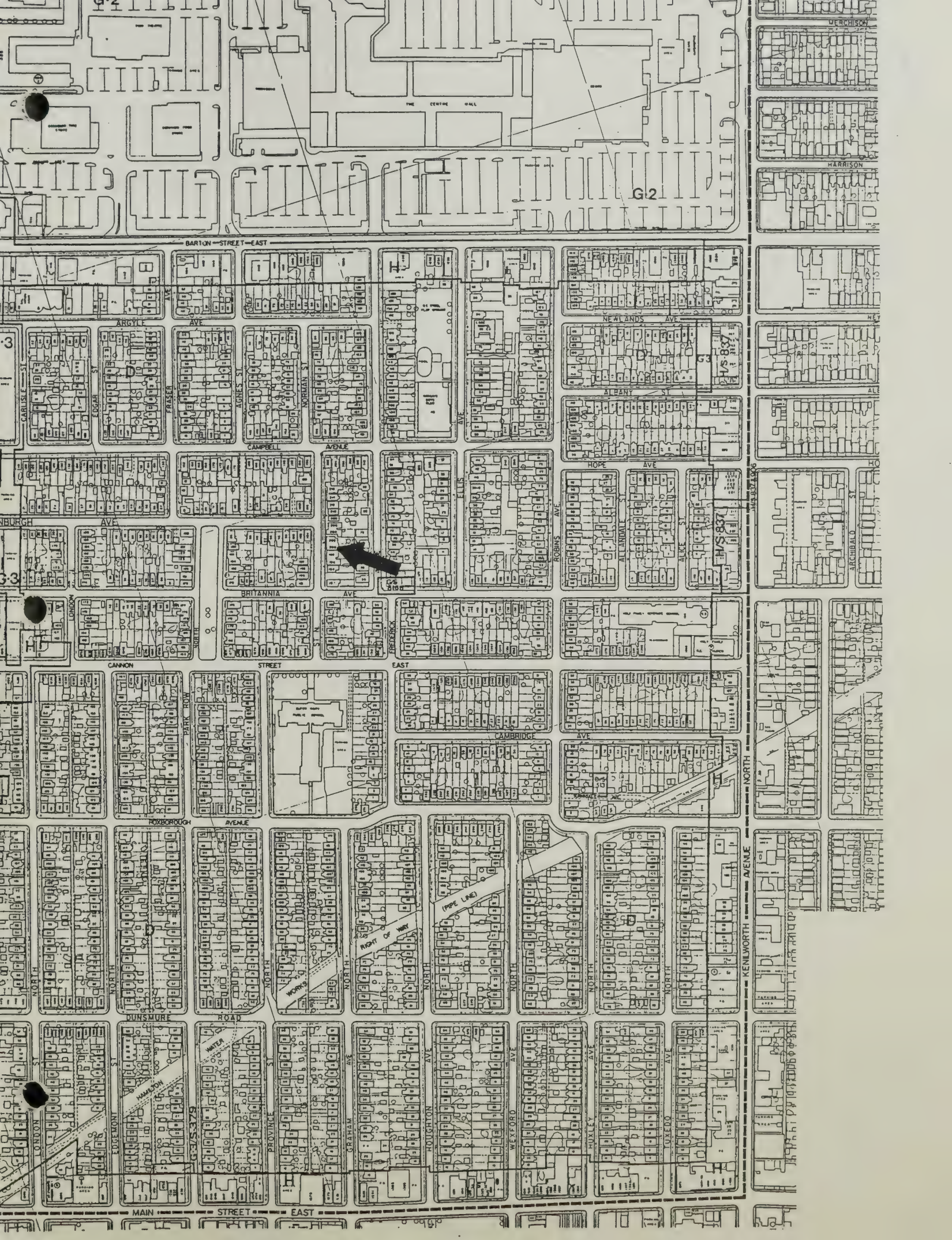
**BACKGROUND**

Mr. Fred Lloyd, No. 200 Province Street North, has contacted the Traffic Department and requested that a reserved permit parking space be designated on the street in front of his home since he is disabled. Presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of Province in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Lloyd possesses a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, it appears that Mr. Lloyd has a genuine need for a reserved on-street parking space directly in front of his home, and the Traffic Department concurs with this request.





G2

BARTON STREET EAST

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FOR ACTION

15(c)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

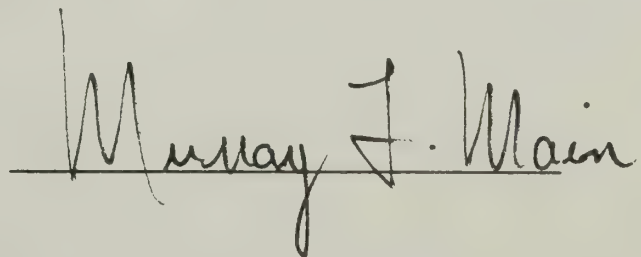
DATE: 1988 March 10  
COMM FILE: TEC-53-88  
DEPT FILE: 3-9.1

SUBJECT:

No. 143 Harmony Avenue - Request for a Reserved Permit Parking Space for a Handicapped Resident.

RECOMMENDATION

- a) That a "Permit Parking" regulation be implemented on the west side of Harmony Avenue, commencing at a point 63 feet north of Vansitmart Avenue and extending to a point 25 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Gary Oxley, 143 Harmony Avenue; and
- c) That the City Traffic By-law 66-100 be amended accordingly.

  
Murray J. Main

FINANCIAL IMPLICATIONS

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required signs. However, the \$1.00 per month charge for the parking permit will offset the cost to some degree.

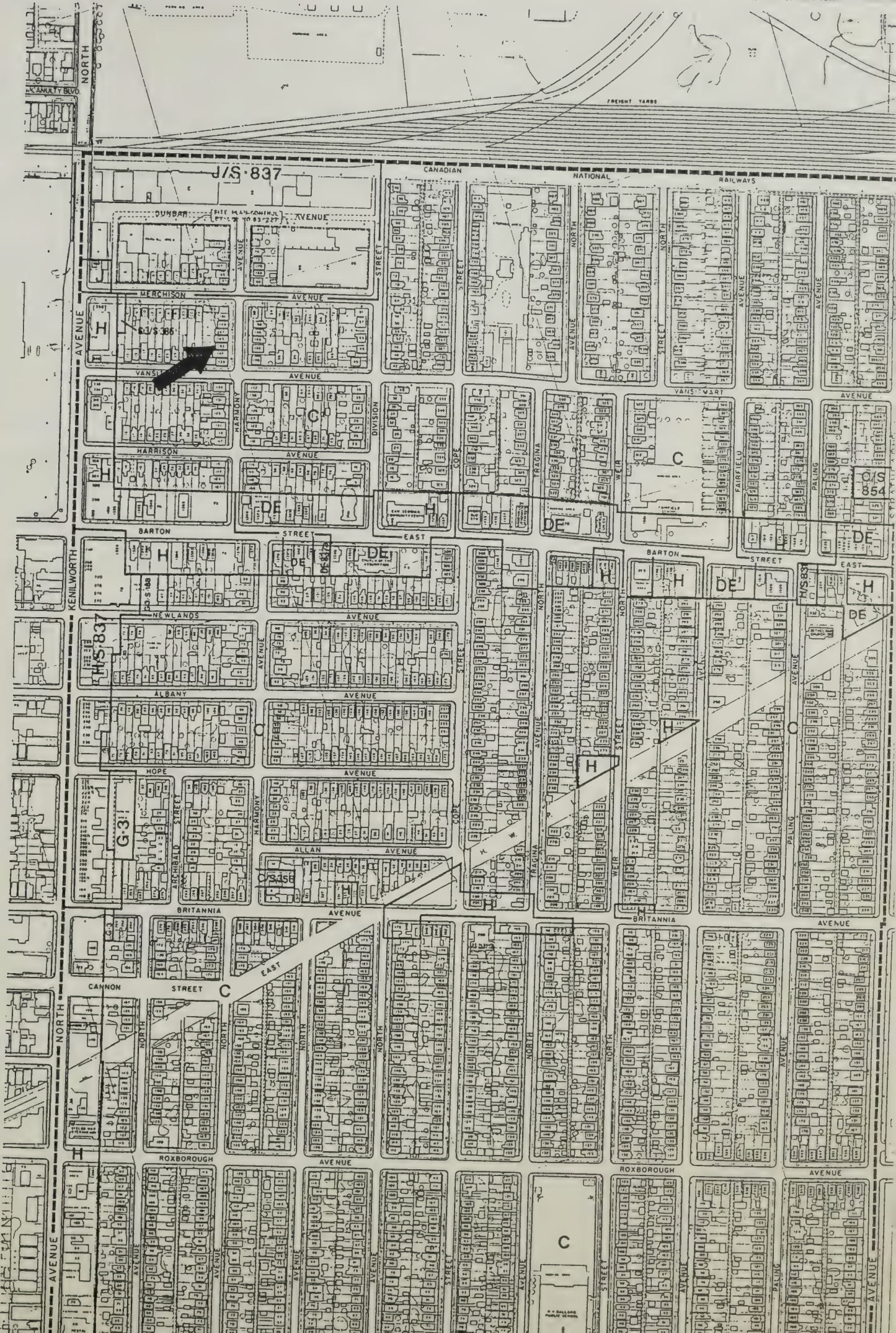
**BACKGROUND**

On 1986 September 30, the City Council approved a request from Mr. Gary Oxley, No. 143 Harmony Avenue, that parking be prohibited in front of this residential property, in order to provide a loading area so that Mr. Oxley's handicapped daughter can be loaded and unloaded into vehicles. Mr. Oxley has now requested that the "No Parking Anytime" regulation be removed, and that a reserved permit parking space be designated on the street in front of his home. Presently, parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area, except for the parking prohibition in front of Mr. Oxley's home.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved permit parking spaces in front of handicapped residents' homes. This policy requires in part, that the applicant possess a valid handicapped permit issued by the Regional Commissioner of Social Services.

The Social Services Department has advised that Mr. Oxley has a valid handicapped permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, it appears that Mr. Oxley has a genuine need for a reserved on-street parking space directly in front of his home, and the Traffic Department concurs with this request.









FOR ACTION

16(a)

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

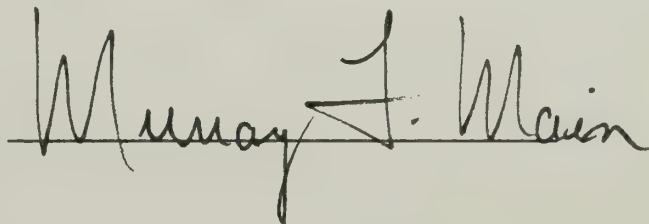
DATE: 1988 March 10  
TEC-21(a)-88  
COMM FILE: 3-10.9  
DEPT FILE:

SUBJECT:

Apartment Building at No. 57 West Avenue North - Application for a Time Limit Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first five applicants residing in the apartment building at No. 57 West Avenue North.

A handwritten signature in cursive script, reading "Murray F. Main", written over a horizontal line.

FINANCIAL IMPLICATIONS

There is a potential for \$10.00 in revenue each month from the sale of parking permits to residents at No. 57 West Avenue North.

BACKGROUND

In report TEC-21-88, the Traffic Department reported that a resident of the 5 unit apartment building at No. 57 West Avenue North, had requested that time limit exemption permits be issued to residents of the building. The report was

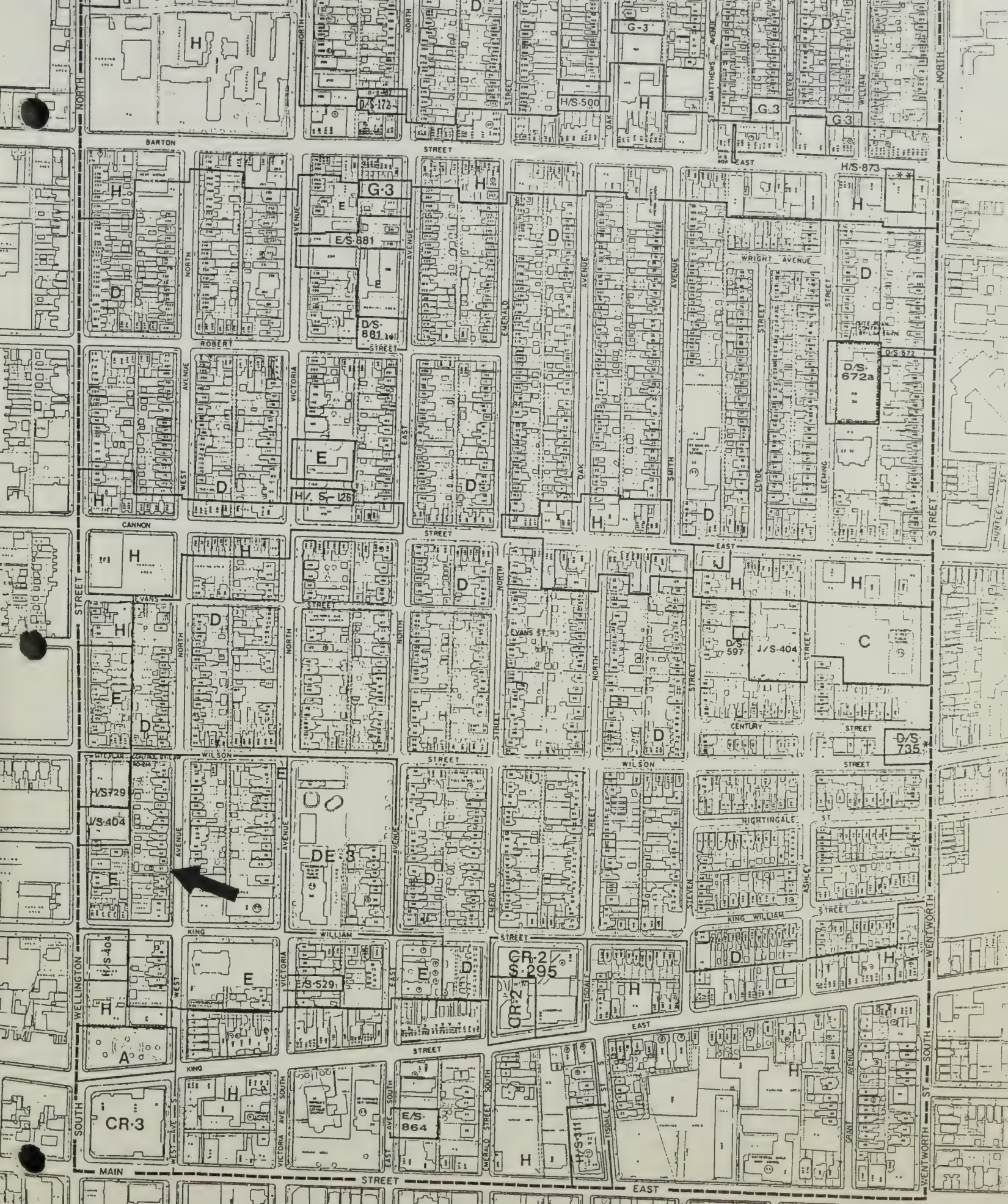
tabled by the Committee on 1988 February 15, and again on 1988 February 29, at which time the Traffic Department was directed to report back respecting parking conditions on the street.

As a result of a petition signed by a majority of the residents on West Avenue North between King William and Wilson, the Committee and the City Council on 1987 December 08, approved the implementation of a "Three Hour Parking Time Limit" regulation in conjunction with the existing "Alternate Side Parking" regulation on West Avenue in this block. The signs were erected on 1988 January 27. The purpose of the time limit regulation was to eliminate long-term parking by non-residents.

A Traffic Department investigation has determined that there are 22 legal spaces on the west side and 19 legal spaces on the east side in this block. Traffic Department records indicate that to-date, only 14 time limit exemption permits have been issued to residents of this block. Therefore, the issuance of permits to residents of No. 57 West Avenue North should not create any parking problems for other area residents.

Past practice of the Committee has established a policy that time limit exemption permits will be issued to apartment buildings only under exceptional circumstances. Therefore, since there is no alternative off-street parking available for the residents of the building, and there is a theoretical shortage of five parking spaces in accordance with current Zoning By-law requirements, the Traffic Department recommends that five parking permits be issued to the residents of this building, on a first come, first served basis.









FOR ACTION

16(b)

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

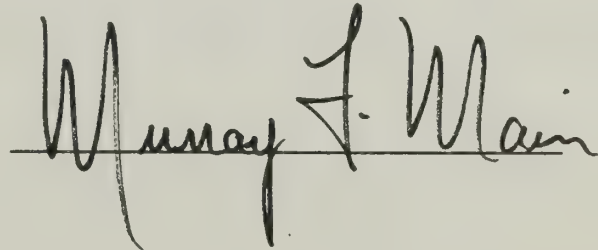
DATE: 1988 March 03  
COMM FILE: TEC-40-88  
DEPT FILE: 3-10.9

SUBJECT:

Apartment Building at No. 140 Bold Street - Application for a Time Limit  
Exemption Permit.

RECOMMENDATION

That the Director of Traffic Services be authorized to issue, upon request, one  
time limit exemption permit to each of the first two applicants residing in the  
building at No. 140 Bold Street.

A handwritten signature in dark ink, reading "Murray F. Main". The signature is written over a horizontal line.

FINANCIAL IMPLICATIONS

There is a potential for \$4.00 in revenue each month from the sale of parking  
permits to residents at No. 140 Bold Street.

BACKGROUND

The Traffic Department has received a request from a resident of the apartment  
building at No. 140 Bold Street, that time limit exemption permits be issued to  
residents of this building. The apartment building is located on the north  
side of Bold between Caroline and Bay, and the applicant has indicated that he

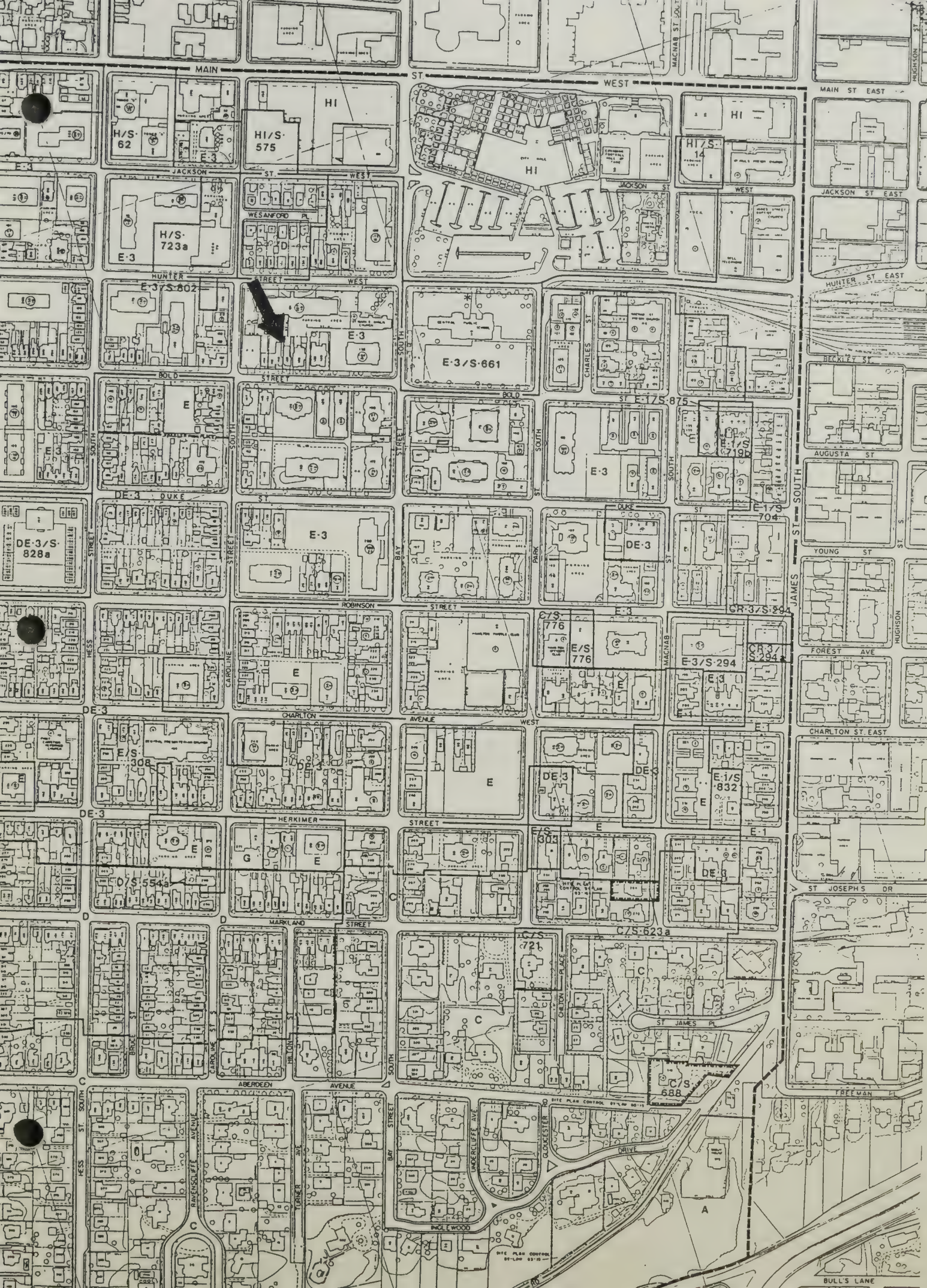
wishes to park his vehicle in the "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation which is presently signed on the north side of the street in this block.

The subject building is a converted house, and investigations reveal that there are five apartment units in the building and that there are two off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Bold in this area consists generally of apartment buildings.

Periodic observations reveal that Bold in this area is generally heavily parked during the day. However, since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of time limit exemption permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of four off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of two off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of two parking permits to the residents of this building, on a first come, first served basis.









FOR ACTION

17

REPORT TO:

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM:

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

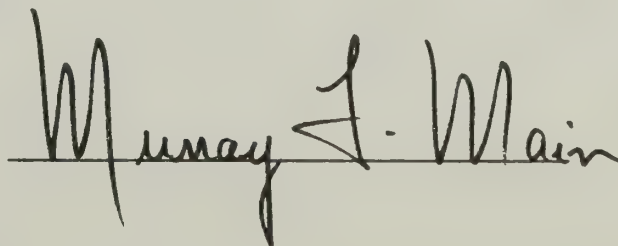
DATE: 1988 March 09  
COMM FILE: TEC-45-88  
DEPT FILE: 3-9.7

SUBJECT:

South side of Herkimer Street west of Locke Street South - School Bus Loading Zone.

RECOMMENDATION

- a) That the existing "School Bus Loading Zone 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the south side of Herkimer Street, commencing 324 feet west of Locke Street South and extending to a point 88 feet westerly, be relocated such that it commences at a point 117 feet west of Locke Street South and extends to a point 120 feet westerly therefrom; and
- b) That the City Traffic By-law 66-100 be amended accordingly.

  
Murray L. Main

FINANCIAL IMPLICATIONS

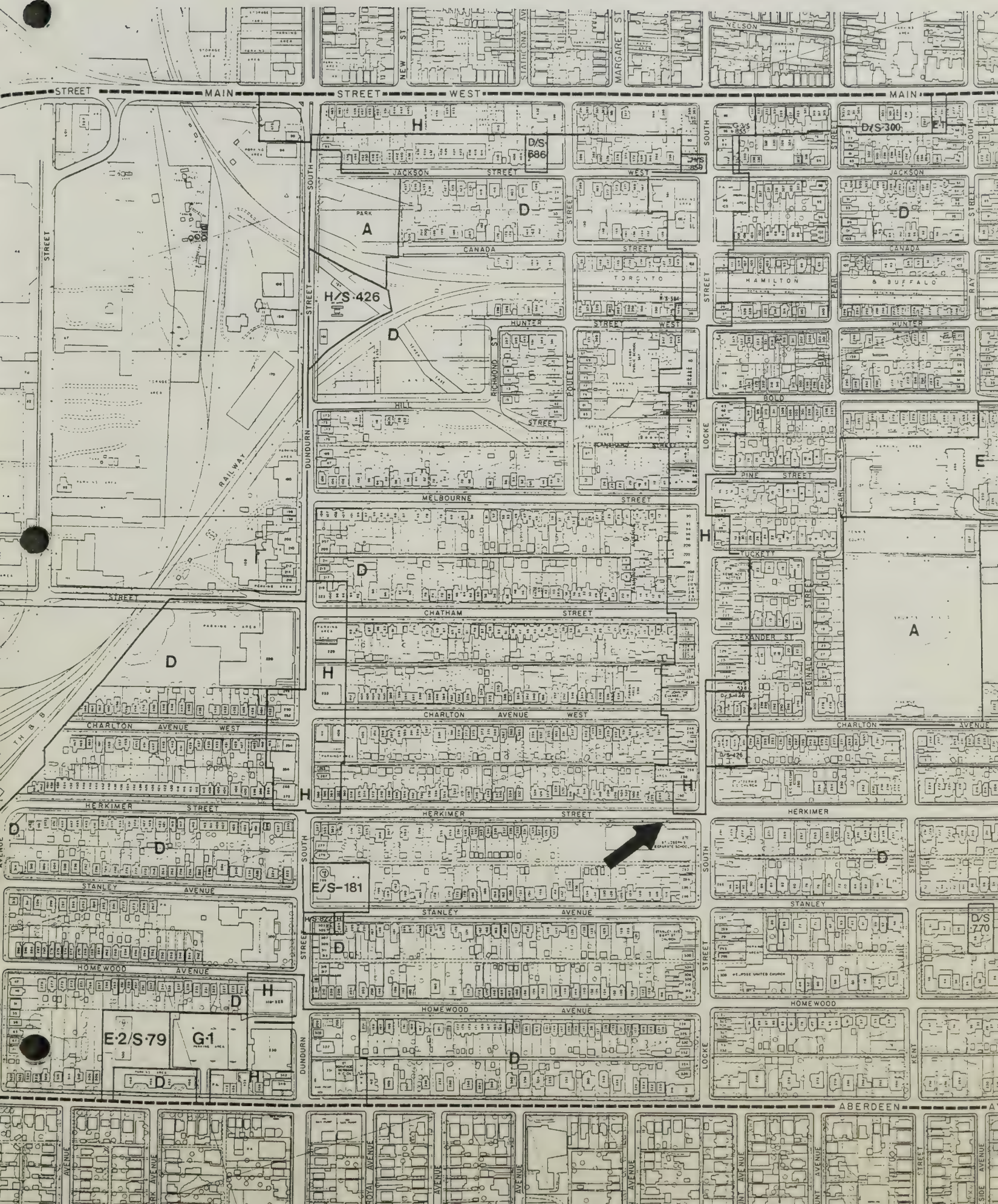
There are sufficient funds available in the 1988 Traffic Department Operating Budget for manufacturing, erecting and maintaining the required signs.

**BACKGROUND**

The Traffic Department is in receipt of a letter from the Principal of St. Joseph's School, 270 Locke Street South, requesting that the existing School Bus Loading Zone located on the south side of Herkimer west of Locke, adjacent to the playground of St. Joseph's School, be relocated easterly adjacent to the school gymnasium. The Principal has also advised that the school is now served by three school buses instead of two and has requested that the School Bus Loading Zone be lengthened accordingly.

Presently, parking is prohibited between the hours of 7:00 a.m. to 6:00 p.m. Monday to Saturday on the south side of Herkimer adjacent to the school. Therefore, relocated and extending the existing School Bus Loading Zone would not result in the loss of any on-street parking spaces. For these reasons, the Traffic Department concurs with the request from the Principal of St. Joseph's School.









18

FOR ACTION

**REPORT TO:** MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

**FROM:** MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

**DATE:** 1988 March 09  
**COMM FILE:** TEC-50-88  
**DEPT FILE:** 3-9.6

**SUBJECT:**

School Crosswalk in the vicinity of Ray's Place Restaurant, 303 Dundurn Street South.

**RECOMMENDATION**

That no changes be made to the present parking regulations on Dundurn Street South in the vicinity of Ray's Place Restaurant, 303 Dundurn Street South.

*Murray F. Main*

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

N/A

**BACKGROUND**

At the 1987 September 21 meeting, Alderman Terry Cooke appeared before the Committee with the owner of Ray's Place Restaurant, 303 Dundurn Street South, requesting that the school crosswalk on Dundurn in front of Earl Kitchener Public School be relocated to either Stanley Avenue or Homewood Avenue in order to allow additional on-street parking to be provided in the vicinity of his business. In accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the Traffic Department recommended that the school crosswalk not be relocated, for reasons outlined in our previous report, a copy of which is attached.

After considerable discussion, this item was referred back to staff for an investigation and a further report into parking conditions in this area during the evening hours. The Traffic Department was directed to investigate three specific suggestions, as follows:

1. Relocate the school crosswalk on Dundurn to the southerly leg of Stanley Avenue.

The crosswalk is presently located directly in front of the front door of Earl Kitchener School, and the Regional Police have advised that this is the most appropriate location for the crosswalk since a substantial number of students enter and exit the school via the front doors. Relocating the school crosswalk to the southerly leg of Stanley Avenue would mean that the crosswalk would be immediately adjacent to the business in question and that the one on-street parking space which is presently situated immediately beside the business would be relocated approximately 60 to 70 feet southerly. This alternative would provide no clear benefit to the applicant's business.

2. Report on the number of parking violation tags issued to vehicles being stopped in the "No Stopping" school crosswalk clearance during evening hours.

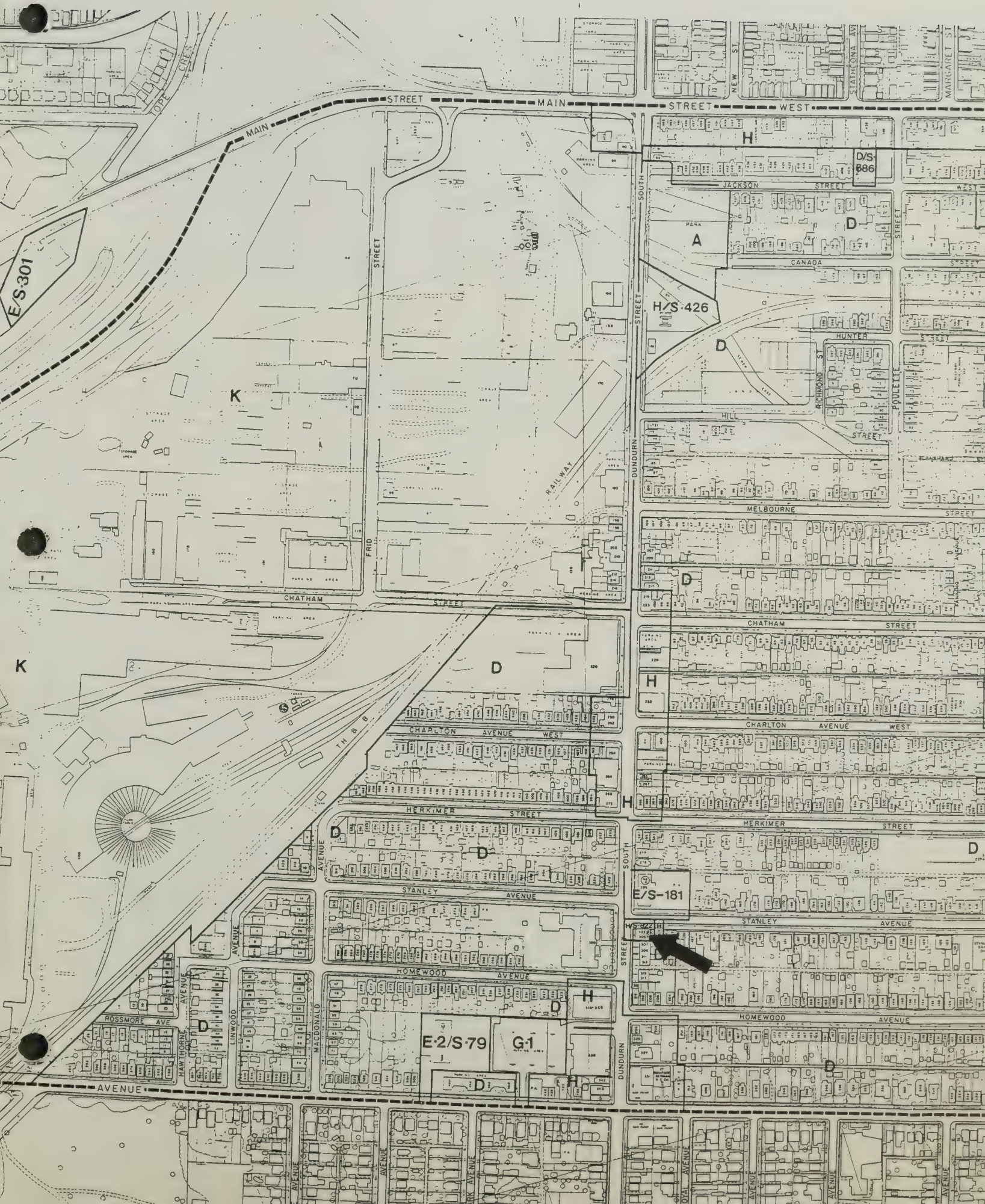
This area was visited on a total of 22 occasions during recent weeks and 7 parking violation tags were issued to vehicles parked in the "No Stopping" areas associated with the school crosswalk. However, it was apparent that these vehicles were parked intentionally in this area to be close to the restaurant, since there were always several available on-street parking spaces in this area.

3. Change the present "No Stopping" areas such that they apply only during school hours, Monday to Friday.

The City and Regional Traffic By-laws provide that stopping is prohibited at all times within 50 feet of any school crosswalk on a two-way street and within 50 feet on the approach side and 20 feet on the leaving side on a one-way street. For many years, the By-laws have incorporated the assumption that stopping should be prohibited at all times in the vicinity of school crosswalks, since presumably, some children might continue to cross in these crosswalks during non-school hours when attending the school for after hours activities, using the playground, etc.

The Traffic Department recommends that stopping in the vicinity of school crosswalks continue to be prohibited at all times. By letter dated 1988 January 22, the Hamilton Board of Education advised that "various activities are conducted after school hours and on weekends at a number of our schools", and therefore, since they are also concerned with the safety of school children after school hours they are opposed to any change to stopping prohibitions around schools.





# FOR ACTION

FROM Murray F. Main, P. Eng.,  
Director of Traffic Services DATE 1987 September 11

TO Transport and Environment Committee Refer To File No. TEC-185-87

Attention Of M. Hazell

Your File No. 3-9.6

SUBJECT

School Crosswalk in the vicinity of Ray's Place Restaurant, 303 Dundurn Street South.

## RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the school crosswalk on Dundurn Street South in front of Earl Kitchener Public School not be relocated.

Attest:

~~FR~~ Murray F. Main, P. Eng.  
Director of Traffic Services

## BACKGROUND

Alderman Terry Cooke recently advised of a request by the proprietor of Ray's Place Restaurant, 303 Dundurn Street South, that the school crosswalk on Dundurn Street South in front of Earl Kitchener Public School be relocated to either Stanley Avenue or Homewood Avenue in order to allow additional on-street parking to be provided in the vicinity of his business. The school crosswalk is presently located mid-block between Homewood and Stanley, directly in front of the door to the school.

Relocating the school crosswalk to Homewood Avenue would result in the associated "No Stopping" clearances being posted directly in front of at least one other commercial establishment, and this would likely generate complaints from other individuals. Relocating the crosswalk to the northerly or southerly leg of Stanley Avenue would result in the school crosswalk being located within existing bus stops, and we would expect that bus movements would interfere with the operation of the school traffic officer.

Notwithstanding the above, a representative of the Regional Police Department has advised that a substantial number of students enter and exit the school via the front doors, and therefore, the school crosswalk should be retained in its present location directly in front of the school. For this reason, the Regional Police cannot recommend that the school crosswalk in front of Earl Kitchener Public School be relocated. The Traffic Department concurs with the recommendation of the Regional Police Department.



The complaint, as we understand it, is related to the lack of on-street parking in the vicinity of this business during evening hours. The Traffic Department has observed the area on 10 occasions during evening hours from 1987 August 31 to 1987 September 04, and found that there was an average of approximately 13 parking spaces available on each occasion in the two block section of Dundurn between Homewood and Herkimer. Therefore, it appears that on-street parking is generally available during the evening hours on Dundurn Street in this area, and therefore, the present location of the school crosswalk should not create any undue hardship for this business.





19

FOR ACTION

**REPORT TO:** MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

**FROM:** MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

**DATE:** 1988 March 09  
**COMM FILE:** TEC-47-88  
**DEPT FILE:**

**SUBJECT:**

West side of Ellingwood Avenue, south of Oakland Drive - Corner Clearance.

**RECOMMENDATION**

That parking be prohibited on the west side of Ellingwood Avenue between Oakland Drive and a point 60 feet southerly therefrom; and

That the City Traffic By-law 66-100 be amended accordingly.

Murray I. Main

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

There are sufficient funds available within the 1988 Traffic Department operating budget for manufacturing, erecting and maintaining the required sign.

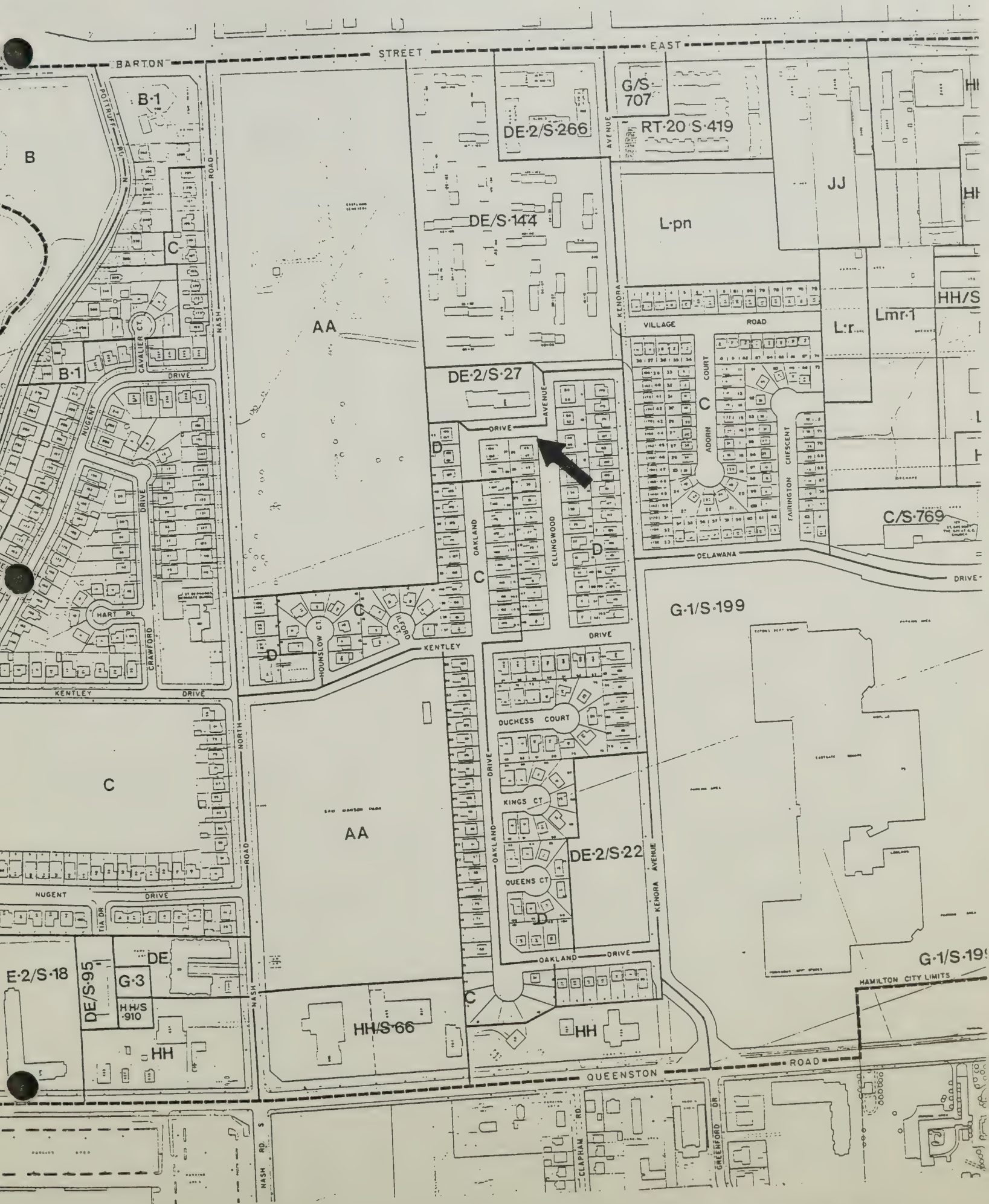
**BACKGROUND**

The Traffic Department has recently been corresponding with Alderman Reg Wheeler regarding the parking regulations on Ellingwood Avenue. The residents have been polled, but the results indicate that a majority are not in favour of changing the parking regulations on this street. However, the resident at the south-west corner of Ellingwood and Oakland has expressed concern regarding vehicles being parked in front of his property, and has requested that corner clearances be implemented on the west side of Ellingwood, north and south of Oakland.

An investigation has revealed that there are no serious visibility obstructions at this intersection, particularly since parking is presently prohibited on the west and north side of Ellingwood, north of Oakland. However, there is

unrestricted free parking on the west side, south of Oakland, and our investigations reveal that it might be advantageous to prohibit parking immediately south of Oakland in front of the applicant's home. Therefore, since the abutting resident has requested that parking be prohibited in front of his property, the Traffic Department concurs with this request since this parking prohibition will improve conditions at the intersection of Ellingwood and Oakland.

The proposed parking prohibition will result in the loss of only one legal on-street parking space. However, since all of the residential properties in this area have off-street parking provided, the Traffic Department would not anticipate any parking problems resulting for other residents.







FOR ACTION

20

REPORT TO: MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

FROM: MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

DATE: 1988 March 03  
COMM FILE: TEC-39-88  
DEPT FILE: 3-9.5

SUBJECT:

Im-Pressive Printing, 78 Vine Street - Application for Boulevard Parking.

RECOMMENDATION

That the application by Im-Pressive Printing to lease portions of the boulevards of Park Street North and Vine Street adjacent to No. 78 Vine Street be approved, provided that;

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is \$150.00 per year) plus taxes, if any, in addition to the \$10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.
- ii) the owner pays a one-time \$25.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner complies with the requirements as set out in the policy approved by the City Council 1975 June 24, respecting using a portion of the road allowance for parking purposes.
- iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.
- v) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

**FINANCIAL IMPLICATIONS**

Revenue from the leasing of these boulevards would be \$150.00 per year.

**BACKGROUND**

Im-Pressive Printing, 78 Vine Street, has applied for permission to lease portions of the road allowances of Park Street North and Vine Street adjacent to this property to park four vehicles.

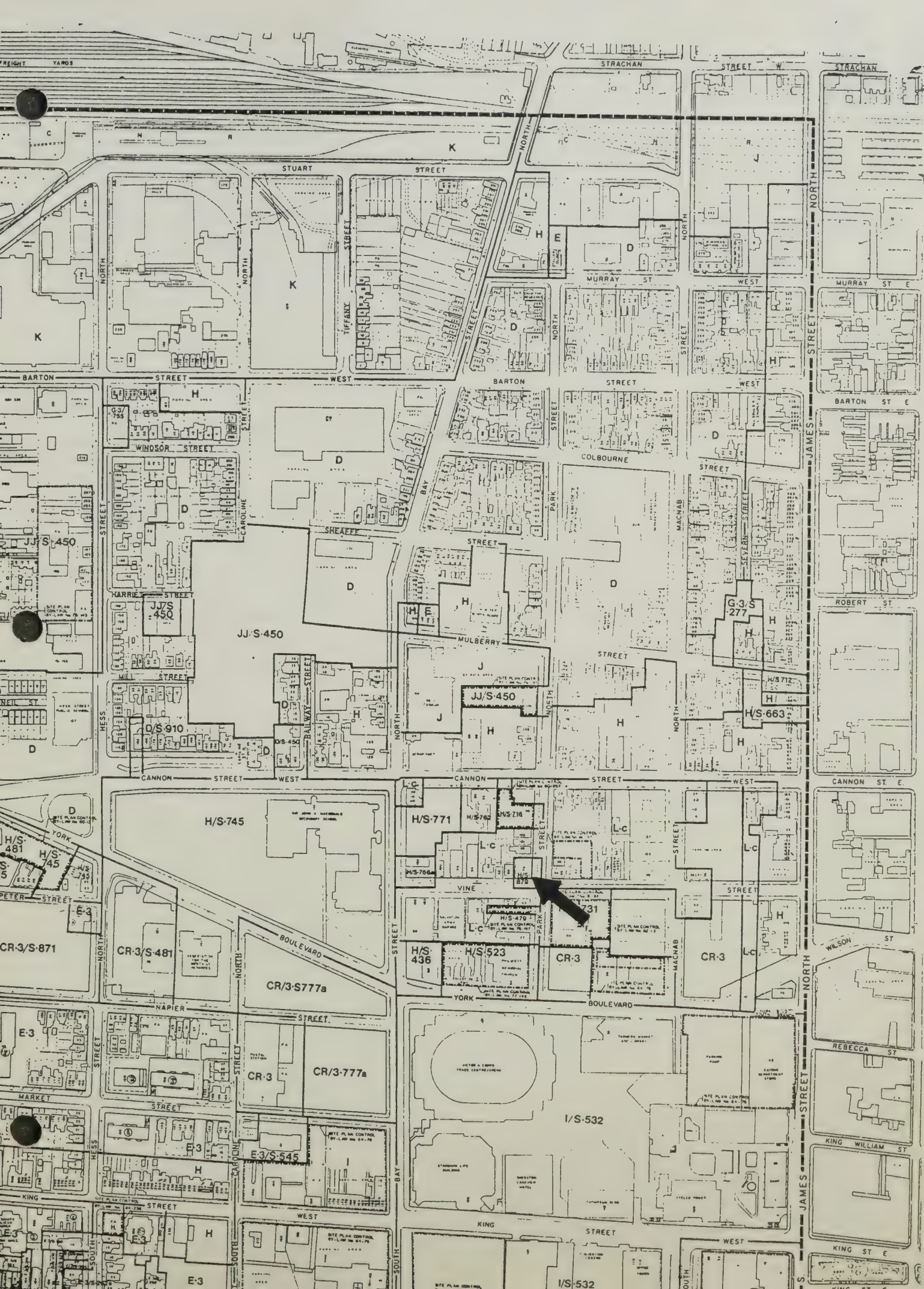
The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$185.00 which represents the first annual leasing fee (\$150.00) and encroachment insurance charge (\$10.00), as well as the one-time registration fee (\$25.00).

On 1988 January 12, the City Council approved a one-time \$150.00 processing fee for boulevard parking applications. However, since this application was received prior to this date, it would not be appropriate to charge a processing fee to this applicant.

cc. Mr. K. A. Rouff  
City Solicitor





CPE " Kentler





**FOR ACTION**

21

**REPORT TO:** Transport and Environment Committee

**FROM:** R. C. Prowse, Secretary  
Transport and Environment Committee

**DATE:** 1988 March 16

**COMM FILE:**

**DEPT FILE:**

**SUBJECT:**

Attendance at Upcoming Conferences

**RECOMMENDATION**

That the Chairman or his designate be authorized to attend the following Conferences:

- (a) The Ontario Traffic Conference - May 8 to May 11, 1988
- (b) APCA Joint Annual Conference 1988 - April 17 to April 19, 1988
- (c) Specialty Conference on Acid Precipitation - May 19 to May 20, 1988

**FINANCIAL IMPLICATIONS (IF NONE, STATE N/A)**

N/A

**BACKGROUND**

See attached.



20 CARLTON STREET, SUITE 121, TORONTO, ONTARIO, M5B 2H5



21(a)  
TEL. 598-4138

## THE ONTARIO TRAFFIC CONFERENCE

# ANNUAL CONFERENCE

### PROGRAMME HIGHLIGHTS

#### Sunday, May 8, 1988

2:00 p.m. to 5:30 p.m.

REGISTRATION

7:30 p.m. to 8:00 p.m.

PRESIDENT'S RECEPTION

8:00 p.m.

WELCOME TO SUPPLIERS SUITES

#### Monday, May 9, 1988

8:00 a.m.

REGISTRATION RE-OPENS

Resolutions Received

Coffee & Danish, Courtesy of Suppliers

8:15 a.m. to 9:15 a.m.

SUPPLIERS TECHNICAL PRESENTATIONS

1. "Advancements in Traffic Data Collection" presented by - Tacel Ltd.
2. "Pavement Marking Materials, Methods, Equipment and Safety" - Linetech Equipment Inc
3. "Items to Consider When Writing a Specification" - Guild Electric Ltd.

9:15 a.m. to 9:30 a.m.

OFFICIAL OPENING CEREMONIES

9:30 a.m. to 10:45 a.m.

ELECTED OFFICIALS' PRESENTATION

Municipal Motorized Recreation, Should we get involved - Moderator, Alderman Joan O'Neill, City of Ottawa

10:45 a.m. to 11:00 a.m.

COFFEE BREAK

11:00 a.m. to NOON

RESOLUTIONS COMMITTEE

NOON to 1:15 p.m.

LUNCH

Guest Speaker: to be announced

1:15 p.m. to 2:30 p.m.

TECHNICAL PRESENTATIONS

1. Pedestrian Crossover Update and Working Model Presentation
2. Handicapped Parking Model By-laws
3. Presentation on the Short Duration Section for the Traffic Control Manual for Roadway Work Operations
4. ITS - update on the first Module for collision filing and recording system  
Moderator, Kerry Columbus, City of Barrie

COMPANIONS PROGRAMME

MAY 9 - 11, 1988

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MONDAY, May 9, 1988

8:00 a.m.	Continental Breakfast Holiday Inn
8:30 a.m.	To be announced
10:30 a.m.	City tour - See various sights including University Western Ontario, Springbank Park, etc.
12:00 noon	LUNCH at Second City, followed by comedy show at 2:00 p.m.
3:30 p.m.	Free afternoon

TUESDAY, May 10, 1988

8:00 a.m.	Coffee & Danish in lobby
9:15 a.m.	The bus will leave from the main lobby of Holiday Inn
9:45 a.m.	Brunch Buffet - Michael's on the Thames Fashion Show
11:45 a.m.	Tour of London's Grand Theatre and shopping on Richmond Row
1:00 p.m.	Free afternoon

Wednesday, May 11, 1988

8:30 a.m.	Companions and Delegates Breakfast Holiday Inn
10:00 a.m.	Show in Hotel Gord Paynter, Stand-up Comedian from Yuk Yuk's in Toronto
12:00 noon	Concluding Luncheon with delegates



21(b)

## Ontario Ballroom

## Membership Business Meeting

## Exhibits Close

## Exhibits Close

2.M.

CONVENT MORNING SESSIONS

PCAO:

INFRASTRUCTURE REPAIRS

Ontario Ballroom

APCA:

AIRBORNE TOXICS —  
RECENT DEVELOPMENTS

East  
Ballroom

Co-Chairs: GORDON SPEIRS  
Environment Canada

GEORGE ROCOSKI  
Environment Ontario

Atrium

12:00 Club Room  
12:30 PCAO Luncheon

West/Central  
Ballroom

2:00 Workplace Health and Hygiene

GYAN S. RAJHANS, Ontario Ministry of Labour

A.M.

9:00

Risk Assessment and Selected Applications  
AKOS SZAKOLCAI, Environment Ontario

A.M.

9:00

The Life Lines Program  
JOHN BRAY, Environment Ontario

The scientific components of health risk assessment, guidelines, major issues, assumptions and sources of uncertainty.

2:30

Plant Operations and Compliance  
BILL SPENCER, Environment Ontario

9:30

Risk Analysis of Toxic Releases from Transportation of Dangerous Goods by Rail  
RON PORTELLI, E. Alp, and M. Oliverio, Concord Scientific Corp.

9:30

Preserving and Renewing Vital Physical Assets  
DOUG SEXSMITH, for the Consulting Engineers of Ontario

Sixteen ways to audit sewage treatment plant operations to ensure that effluent quality meets regulations.

3:00

COFFEE

Atrium

3:30

Legislation and Regulations  
To be announced

A quantitative risk assessment of the transportation of dangerous goods by rail through the greater Toronto area.

Economic and technological issues of infrastructure renewal.

4:00

Spills Action Plan  
JACK PRUNER, Environment Canada

10:00

COFFEE

Atrium

10:00

COFFEE

Atrium

Reacting to spills which reach the sewage treatment plant.

10:00

Exhibits Open

Atrium

10:00

Exhibits Open

Atrium

4:30

Session Closes

10:30

The Importance of the Atmosphere in Loading of Toxic Chemicals to the Great Lakes  
BILL STRACHAN, Canada Centre for Inland Waters

10:30

Sewer Inventory Maintenance System (SIMS)  
WILLY BRINK, Environment Ontario

6:30

Exhibits Close

★ ★ ★ ★

11:15

The importance of the wetfall deposition of toxic chemicals, organics and metals to the Great Lakes ecosystem.

11:15

Update of SIMS in the Scarborough Pilot Project  
LES PARR, Proctor and Redfern Group

EVENING

West/Central Ballroom

11:00

Method Development for the Monitoring and Analysis of Odorous Organics in Ambient Air  
CECILIA CHAN and L. Vanier, Mann Testing Laboratories

6:30

Reception

7:15

Banquet

Relax and be entertained by the cabaret act: "Return of the Man from S.T.U.P.I.D."

12:00

Review of methodologies for the determination of low-level concentrations of odorous organics.

12:00

Session Closes

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

TUESDAY, APRIL 19, 1988

A.M.

12:00

Session Closes

7:30 APCA Annual General Meeting and Breakfast  
Central Ballroom

7:30 PCAO Annual General Meeting and Breakfast  
Couples Lounge

7:30

Speakers' Breakfast

Lisbon Room

8:00

Registration Opens

Ontario Room

Club Room

Atrium

APCA Luncheon

West/Central Ballroom

12:00

Physical Modelling of Air Toxics Transport  
MICHAEL MURPHY and A. Davies, RWDI

Boundary layer wind tunnel studies of the transport of air toxics released from industrial sources.

West/Central Ballroom

12:30

Chair: ANN C. McMILLAN, President, APCA-OS

APCA Presentations and Awards

Speaker: MARTIN E. RIVERS  
Executive Vice-President

APCA International

★ ★ ★ ★ ★



**JOINT APCA/PCAO SESSION**

Ontario Ballroom

**MUNICIPAL AND INDUSTRIAL ISSUES IN AIR,  
WATER AND HAZARDOUS WASTE**

Co-Chairs: **ROB DALRYMPLE**

*Environment Ontario (for APCA)*

**DON KEMP**

*MacLaren Engineers Inc. (for PCAO)*

**P.M.**

**2:00**

**Emissions of Volatile Organics from Aerated**

**Channels and Tanks**

**JOHN BELL and H. Melcyr**

*Environment Canada*

Stripping of volatile organic contaminants in Ontario municipal sewage treatment plants.

**2:30**

**Quantifying Emissions from Municipal**

**Incinerators**

**RAYMOND KLICIUS, D. Hay and A. Finklestein**

*Environment Canada*

The National Incinerator Testing and Evaluation Program: an overview of sampling and results.

**3:00**

**COFFEE**

Atrium

**3:30**

Exhibits Close

Atrium

**3:30**

**New Directions in Waste Management**

**STEVEN E. RADCLIFFE, Environment Ontario**

A regulatory update on waste management, including amendments to Part V of the Environmental Protection Act, Regulation 309, and other initiatives.

**4:00**

**The Impact of MISA on Commercial Waste**

**Management Facilities**

**A. Veel, Ontario Waste Management Corp, ED**

**HANNA and T.N. Burrell, VHB Research and**

**Consulting Inc.**

The impact of MISA regulations on industrial residue generation and potential off-site management.

**4:30**

**1988 Joint APCA/PCAO Conference Closes**

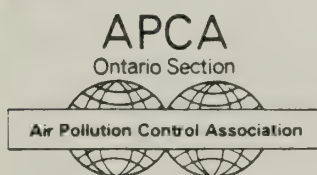
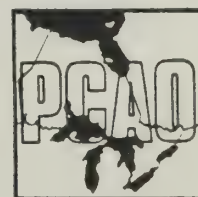
# Joint Annual Conference 1988

**Environmental Reform—Challenge &  
Opportunity**



**Ambassador Hotel  
and  
Convention Centre**

**Kingston, Ontario  
April 17-19, 1988**



## PROGRAM





# Specialty Conference on Acid Precipitation

May 19 & 20, 1988  
Hartford, Connecticut

## Who Should Attend?

The goal of the conference is to initiate discussion and explore the effects and ramifications of acid rain, as it affects the Northeastern United States and Canada. Speakers have been selected from this region of the United States and Canada to provide a current look at how acid precipitation is affecting lakes, streams, watersheds, and plant life. The conference will be of prime interest to U.S. and Canadian Government agency personnel, industrial and consulting

engineers, municipal agency personnel, academic researchers, interstate planners, the general public, and those concerned with potable water.

21(c)

## Continuing Education Units

CEU participants who attend the full seminar will be awarded 1.2 Continuing Education Units. A permanent record of the CEUs is maintained at Federation Headquarters, 601 Wythe Street, Alexandria, Virginia 22314-1994. Information on CEUs is available by calling (703) 684-2407.

## Registration

See the pre-registration form for information. Registration will be open on-site at the Sheraton from 7:00AM-5:00PM, Thursday, May 19, 1988, and from 7:00AM-10:00AM, Friday, May 20, 1988. Registration includes admittance to the technical sessions and equipment exposition, as well as two continental breakfasts, one lunch, and coffee breaks.

The Water Pollution Control Federation, in its continuing series of specialty conferences, presents this first conference on the effects of Acid Rain at the Sheraton Hartford, Hartford, Connecticut, on May 19 and 20, 1988. The theme of this conference will be 'Aquatic Effects of Acid Deposition in the Northeastern United States and Eastern Canada'. Chaired by Dr. Jerald Schnoor of the University of Iowa at Iowa City, with exhibits coordinated by Mr. Harvey Olem, of the Tennessee Valley Authority, the conference features a one and one-half day program of technical sessions and addresses by experts in the field.

The conference will include eleven paper presentations. A panel discussion on "What Should be Done by State Agencies" will feature a conversation between a number of noted authorities. The anticipated agenda is as follows:

### Thursday, May 19

7:00AM	Registration Opens Complimentary continental breakfast in exposition hall	2:30PM
7:30AM	Exhibits and Coffee Break	3:00PM
9:00AM	Welcoming Remarks Jerry Schnoor, Acid Precipitation Committee—WPCF	3:30PM
9:15AM	Opening Speeches	
10:30AM	"NAPAP Results" John Malanchuk, U.S. EPA	
10:15AM	Exhibits and Coffee Break	
11:00AM	"Rationale for Sulfur Dioxide Controls" Thomas Brydges, Environment Canada	
11:30AM	"Depositional Impacts" Howard Liljestrand, University of Texas	
12:00 Noon	Luncheon and Exhibits	
1:30PM	Technical Session—Effects of Acid Deposition "Regional Evaluation of Lakes and Streams" Dixon Landers, U.S. EPA	
2:00PM	"Lake Recovery due to Emission Controls" Dean Jeffries, National Water Research Institute (Canada)	

"Effects in the Northeastern U.S."  
Charles Driscoll, Syracuse University

"Emission Control"  
Charles Ferguson, INCO

Panel Discussion—"What Should be Done by State Agencies?"  
Panelists:

Hugo F. Thomas, Dept. of Environmental Protection, Connecticut;

Bill Alsop, Dept. of Environmental Quality Engineering, Massachusetts;

David Shaw, Dept. of Environmental Conservation, New York;

Charles F. Thoits, Fish and Game Department, New Hampshire;

Patrick Parenteau, Dept. of Environmental Conservation, Vermont;

Leighton Carver, Dept. of Environmental Protection, Maine;

Wayne Scott, Ministry of Environment, Ontario;

Denife Gouin, Dept. of Environment, Quebec;

Walton Satt, Dept. of Fisheries and Oceans, Nova Scotia.

4:30PM-6:30PM

Icebreaker Reception in exposition hall; complimentary hors d'oeuvres/cash bar

### Friday, May 20

7:00AM	Registration Complimentary continental breakfast in exposition hall
8:30AM	Keynote Address
9:30AM	Technical Session "New Developments in Acid Rain Research"
10:00AM	"Acid Rain Events Research" James Lynch, Penn State University
10:30AM	Exhibits and Coffee Break
10:45AM	"Bear Creek Watershed Manipulation—Maine" Steve Norton
11:15AM	"Acidification of Groundwater" Harvey Olem
12:00 Noon	Closing Remarks and Adjournment N.P. Nikolaidis, University of Connecticut
1:00PM-6:00PM	Optional—Inspection Trip to Acid Deposition Research Site in Connecticut (Hosted by University of Connecticut. Bus transportation provided.)

# Conference Registration Form

## Water Pollution Control Federation

May 19-20, 1988  
Sheraton Hartford  
Hartford, Connecticut

For registration information call (703) 684-2415.

Preregistration deadline is **May 6, 1988**. ALL REGISTRATIONS MUST BE ACCOMPANIED BY PAYMENT IN FULL OR CREDIT CARD INFORMATION.

Cancellations are accepted in WRITING ONLY. Registration fees will be refunded, with a 25% service charge deducted, for cancellations received by May 2, 1988. NO refunds will be issued after May 2, 1988.

Please type or print the following information as it is to appear on your name badge.

Nickname: \_\_\_\_\_

Name: \_\_\_\_\_  
First Middle Initial Last

Title: \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_

I wish to apply for 1.2 Continuing Education Units (CEUs) for attending the full conference. CEUs will not be credited to your records without your social security number!

My social security number (for CEU purposes only) is: \_\_\_\_\_

**Rates: Full Registration: \$130.00 advance / \$150.00 on-site**

**Note:** Registrations received and postmarked after May 6, 1988, will be charged the on-site rate.

May 19 \_\_\_\_\_ May 20 \_\_\_\_\_

Credit Card Name: \_\_\_\_\_  
(Visa, Mastercard, American Express)

Credit Card Number: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Return with check or credit card information to:

**Water Pollution Control Federation**

601 Wythe Street

Alexandria, Virginia 22314-1994

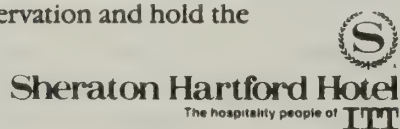
Attn: Conference Department

# Hotel Reservation Form

Water Pollution Control Federation  
May 19 and 20, 1988

## Acid Precipitation Specialty Conference

Return with check or credit card number for the first night's charge (to confirm the reservation and hold the room for late arrival) to:



Sheraton Hartford  
Trumbull Street at Civic Center Plaza  
Hartford, Connecticut 06103  
Attn: Reservations Department

NOTE: Reservations must be received by April 27, 1988.

**DO NOT RETURN THIS FORM TO WPCF. IT WILL ONLY DELAY YOUR RESERVATION!**

To make your reservation by phone, call toll free 1-800-325-3535. Be sure to identify yourself with the Water Pollution Control Federation to obtain the conference room rate. (If you plan to arrive after 6:00PM, you will still need to provide a credit card number or send a check to confirm and hold your room.)

## Accommodations desired:

(Please circle your preference)

Single Rate: \$85.00 per night plus tax (currently 7.5%)

Double Rate: \$95.00 per night plus tax (currently 7.5%)

Arrival time/date: \_\_\_\_\_

Departure time/date: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Credit Card Name: \_\_\_\_\_  
American Express, Visa, Mastercard, Diners Club, Carte Blanche

Credit Card Number: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_





Environment  
Canada

Environnement  
Canada

Environmental  
Protection

Protection de  
l'environnement

FEB 18 1988

cc: Bob Prowse, Secretary, Transport & Environment

"For direction"

22(a)

From: Mayor Robert Morrow

January 1988

Your file Votre référence

Our file Notre référence

Environment Week will be celebrated across Canada May 30 - June 5 this year.... a time to celebrate the beauty of our surroundings and to promote an awareness and understanding of our environment.

Environment Canada would like to invite you to take part in this provincial and national celebration by organizing special activities and events to promote environmental awareness. The theme of Environment Week 1988 will be "Our Common Future" -- the title of the report released last spring by the World Commission on Environment and Development (the Brundtland Commission). That report, which has won international acclaim, outlines the crises and challenges that confront our planet and emphasizes that the key to our global future is sustainable development in a new, shared spirit of responsibility in managing the world's resources.

We will be pleased to help you in a number of ways:

- Program Planning Advice

The enclosed materials might provide you with some ideas for planning activities in your community. If you would like additional information on any of the ideas enclosed, or advice on following through with your own ideas, Environment Canada will be pleased to help. Please contact the Communications Branch at (416) 973-6406.

- Publicity and Promotion

Environment Canada will help you to promote your activities by including information on your event in a listing of Environment Week events that will be distributed widely. To have your event included, simply complete the enclosed survey form and return. Materials such as posters may also be ordered using this form. Other publications, displays and audio-visuals on environmental issues are also available through our Communications Branch.

We hope that you will join us in celebrating Environment Week 1988.

Sincerely,

*E. Dowdeswell*

E. Dowdeswell  
Regional Director General  
Conservation and Protection  
Ontario Region

## ENVIRONMENT WEEK QUESTIONNAIRE

Environment Canada is interested in knowing what events/activities will be held during Environment Week '88 so that we can promote and co-ordinate events throughout the province. Please provide us with the information requested below and, at your earliest convenience, return to:

Communications Branch  
Environment Canada  
25 St. Clair Avenue East  
6th Floor  
Toronto, Ontario  
M4T 1M2  
(416) 973-6406

- Yes, this organization will be participating in Environment Week by holding the following event/activity.
- Yes, this organization would be interested in participating in Environment Week, but we need further information on possible events/activities.
- We wish to order the following materials for Environment Week.

— posters

- No, this organization will not be participating directly in Environment Week, but please continue to send information.
- No, this organization will not be participating in Environment Week.

Name of organization: \_\_\_\_\_

Address \_\_\_\_\_

Telephone: \_\_\_\_\_ Contact: \_\_\_\_\_



22(b)



CITY COUNCIL  
HAMILTON, CANADA

Alderman Henry Merling  
Chairman — Transport &  
Environment  
Committee

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71 MAIN STREET WEST L8N 3T4 • (416) 526-2730 • RES. (416) 389-5903 — WARD 7

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March 15, 1988

Mr. R. C. Prowse, Secretary  
Transport & Environment Committee

Dear Sir,

Enclosed please find a copy of a letter from Mayor R. Morrow in which he addresses the problem of municipal infrastructure.

Would you please place this item on the agenda of the next meeting of the Transport and Environment Committee for discussion by the Committee.

Yours very truly,

*Henry Merling*  
Alderman H. Merling, Chairman  
Transport & Environment Committee

HM:wt

Enc.

ROBERT M. MORROW  
MAYOR



March 3, 1988

Alderman Henry Merling  
City Hall

Dear Alderman Merling:

As Mayor of the City of Hamilton, I am deeply concerned about the problem of municipal infrastructure. As you know, deteriorating waterworks, sewage pipes, sewage treatment, roads, bridges and sidewalks may ultimately pose a very real threat to the safety and well-being of many Canadians.

In some centres, water is delivered through pipes which are a century old. At the very least, this means a growing danger of breaks in water mains that can deprive thousands of people of running water. Worse still, dropping water pressure can hamper the efforts of firefighters. Breakdowns in waterworks, sewers and sewage treatment can cause illness. Worn-out roads and bridges discourage investment. Thus, aging municipal infrastructure is a problem which, if ignored, can present public health and safety hazards, along with economic problems.

I do not wish to sound alarmist, but this problem must be confronted. While it would be wrong to suggest the health and safety of great numbers of Canadians are immediately endangered, solutions must be found fairly soon.

The Federation of Canadian Municipalities is proposing to the Provincial and Federal Governments, that an intergovernmental conference of elected leaders be held on the issue, early in the spring.

The Federation, whose members represent 70% of the Canadian population, will not press the Provinces and the Federal Government on such difficult issues as financing the needed work. What we want is a chance for all governments to meet and establish a constructive dialogue. Our goal is to find ways to re-assess the problem and seek imaginative solutions.

The Honourable Tom McMillan, Federal Minister of the Environment, in a speech on water rates to the First Canadian Conference on Infrastructure last February said, "if all three levels of government do not collectively deal with the growing water problem in the country, the problem will become unmanageable." In the same address, Mr. McMillan went on to say that a top-level meeting would be a good idea and offered to "co-sponsor such a major conference with the Federation of Canadian Municipalities". The time has come for such a meeting - not to bicker about cost-sharing - but to heighten public awareness, show Canadians that their governments recognize the issue is important and find the creative solutions required.

As Mayor of the City of Hamilton, I am asking you to discuss this idea with your colleagues, raise it in meetings and make it clear that the proposed intergovernmental conference is of primary importance to all.

Yours sincerely,



Robert M. Morrow  
Mayor

RMM/cd

cc: Jean Corbeil, President  
Federation of Canadian Municipalities  
24 Clarence Street  
Ottawa, Ontario  
K1N 5P3





DISTRIBUTED TO THE TRANSPORT AND ENVIRONMENT COMMITTEE ON MARCH 16, 1988  
FOR INFORMATION

23

**REPORT TO:**

MR. R. C. PROWSE, SECRETARY  
TRANSPORT AND ENVIRONMENT COMMITTEE

**FROM:**

MR. M. F. MAIN, P. ENG.  
DIRECTOR OF TRAFFIC SERVICES

**DATE:** 1988 March 14

**COMM FILE:** 3-18

**DEPT FILE:** TEC 54-88

**SUBJECT:**

Intersections of King Street West and Pearl Street, and Main Street West and Pearl Street - Removal of School Traffic Officers.

**BACKGROUND**

Attached for the Committee's information, is a copy of an article by Mr. Mike Davison which appeared in the Hamilton Spectator on 1988 March 07, respecting the subject matter. Also attached, is a copy of a letter dated 1988 March 09 from Chief Robert E. Hamilton, Chief of Police, responding to Mr. Davison's article.

May J. Main

# The politics of fighting over

# a very local issue

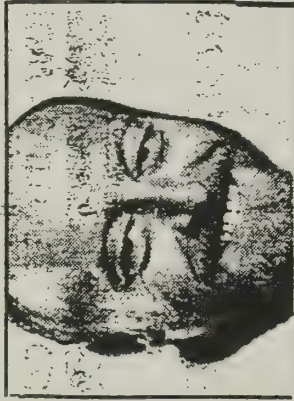
ONE OF the reasons for politics being so interesting is its, seemingly limitless capacity to surprise.

An item on the agenda of the last Hamilton city council meeting caught my attention when it resulted in a 14-2 vote. Only the two ward aldermen were recorded against the staff and committee recommendation. This is a relatively common occurrence, an explanation of which I thought you might find interesting.

The specific case involved a pair of police recommendations concerning school crossing guards. Serving students at St. Thomas Aquinas School, the officers are placed at Pearl Street where it intersects Main and King streets. The report called for removing the one on Main Street. Only Aldermen Terry Cooke and Mary Kiss voted against this action.

## Posturing?

I don't mean to be unkind but this sort of vote is quite often an attempt by the ward aldermen to play to their constituents — to vote for something in their ward that they would never support in another part of the city. (Each guard costs the taxpayers \$4,270 per year.)



Mike Davison

There were two tough questions that needed to be asked of the aldermen.

First, what effort had they made to convince their council colleagues of the correctness of their position?

Terry Cooke: "No, frankly I did not talk to other councillors. I'm not the member on the committee." (Each ward has one representative on the major city committees. Ms. Kiss is the Ward 1 representative on the transport and environment committee which deals with these matters). "Mary was carrying the ball."

Mary Kiss: "Well, half the

aldermen were there (at the committee meeting) and heard my arguments. Regarding the others, I've been so busy with so many issues in my ward, I mean, I had to prioritize. I do feel a little sorry, maybe I should have made a speech at council."

Both councillors pointed out that they had been contacted by very few citizens concerning this case.

Second, do councillors ever posture for their constituents and were they guilty of that in this case?

Terry Cooke: "Hmmm. I'm not so much sure it was posturing, as hedging my bet for a possible future change. Of course, politicians do (posture). I'm not going to play holier than thou."

Mary Kiss: "I don't like to criticize my fellow councillors. The public can tell whether their aldermen are for real or not. I have never once postured; that's not why I was elected. I try to get action on their behalf."

I was prepared to give them poor marks for their effort, or lack thereof, to win a majority of councillors over to their side on this issue. But the question of playing to their constituents was a bit more difficult. To

level that charge would require a scenario in which the facts did not at all support the retention of the second guard. That obviously meant a bit of research, and that is where I got my surprise.

## School closed?

Interestingly enough, the affair actually began last July with a police report recommending that both school traffic officers be eliminated. The report stated that the school "has been closed... Only six students will continue to cross at these locations." At Ms Kiss' insistence, a decision was delayed until a head count could be conducted in September.

Eventually, the police did a survey at one of the crossings on Jan. 11, and at the other the following day. The school was still "closed" and the King Street count showed "there were no safe gaps in traffic, and that the 22 students crossing at this location had difficulty crossing."

The Main Street report read, "The 18 students crossing at this location encountered regular safe gaps in traffic and that all of the students crossing were from grades 7 and 8."

And so the police altered their

recommendation, and the politicians voted to eliminate only the Main Street guard. It comes down to a question of how accurate the police reports are.

I called the school, "Hi, is the school closed?"

"No." Rather than leave the building empty after the regular students were transferred, the board decided to use it for the arts program for all the separate schools. It is now being used by students from grade 4 to 6 (grade 7 and 8 students will not even be brought in until the next school year). The vast majority of the children are bused to the school, but some of the students from the two closest schools walk there.

In other words, there are serious questions to be asked about the police report.

I think that aldermen Cooke and Kiss should have worked harder to convince council in this case. But if a child is run down at the corner of Main and Pearl, Mr. Cooke and Ms. Kiss will not be among the councillors who signed the death warrant. This is far more than a question of posture.

March 7/88  
M.H.  
[Handwritten signatures]





24.

Davidson  
Hamilton Spectator,  
Politics of Fighting Over  
Local Issue - continued

October 19th, 1987 the HWRCSSB reopened the former school  
the name of the St. Thomas Aquinas School for the Arts.  
ate School students attend once weekly ½ day sessions at this  
nce centre. The students from the Region are generally  
from as far away as Stoney Creek. Only two schools in the  
mediate area walk - without HWRCSSB knowledge - to the once  
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school closed, and that it is in a Resource Centre status.

locations were surveyed by School Crossing Guard staff on  
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by the Ontario Traffic Conference Guide for School Crossing  
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existed on the Main Street location which was not the case  
King Street.

Grade 7 and 8 students indicated in the survey, were those  
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g the crossing locations. The Committee approved the survey  
ommendations and the Main and Pearl guard location was  
continued in March.

The Hamilton-Wentworth Regional Police and the  
l Crossing Guard staff take seriously the responsibility entrusted  
em when conducting surveys and in the daily execution of their  
. Every effort is made to collect information which is  
ent to the evaluation of a location for the placement of guards  
h the primary consideration the safety of the children using the  
ons.

Yours truly,

*Robert E. Hamilton*

Robert E. Hamilton,  
Chief of Police.

rc  
Insp. T. Sullivan  
Mrs. Diane Buist  
S/Sgt. J. Willis  
Mr. Murray Main - City Traffic  
Alderman T. Cooke  
Alderman M. Kiss

E: 1988 March 14  
M FILE:  
T FILE: 65-2.

Mainline and

29, 1988 in  
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Solicitor to

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the Regional



Mr. Mike Davidson  
The Hamilton Spectator,  
Re The Politics of Fighting Over  
a Very Local Issue - continued

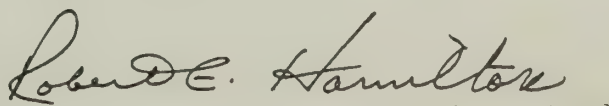
2. On October 19th, 1987 the HWRCSSB reopened the former school in the name of the St. Thomas Aquinas School for the Arts. Separate School students attend once weekly ½ day sessions at this resource centre. The students from the Region are generally bused from as far away as Stoney Creek. Only two schools in the immediate area walk - without HWRCSSB knowledge - to the once weekly sessions, which should not involve the Pearl Street locations. These schools are Christ the King and St. Joseph's Schools. Perhaps it is semantics, but the HWRCSSB still consider the school closed, and that it is in a Resource Centre status.
3. Both locations were surveyed by School Crossing Guard staff on January 11th and 12th of 1988. Based on standard survey criteria used by the Ontario Traffic Conference Guide for School Crossing Guards, we recommended discontinuing the Main Street location, while continuing the King Street crossing. Essentially safe crossing gaps existed on the Main Street location which was not the case on King Street.

The Grade 7 and 8 students indicated in the survey, were those attending the Ryerson School, not those attending the St. Thomas Aquinas School for Art, as incorrectly referenced in your article.

4. At the February 1988 meeting of the City's Transportation and Environment Committee, the survey results were reviewed. Mr. Joseph Wintar from the HWRCSSB was in attendance, and reported that all students who would be using the new St. Thomas Aquinas School for the Arts would be bused, and therefore no one would be using the crossing locations. The Committee approved the survey recommendations and the Main and Pearl guard location was discontinued in March.

The Hamilton-Wentworth Regional Police and the School Crossing Guard staff take seriously the responsibility entrusted to them when conducting surveys and in the daily execution of their duties. Every effort is made to collect information which is pertinent to the evaluation of a location for the placement of guards - with the primary consideration the safety of the children using the locations.

Yours truly,



Robert E. Hamilton,  
Chief of Police.

REH:rc

c.c. Insp. T. Sullivan  
Mrs. Diane Buist  
S/Sgt. J. Willis  
Mr. Murray Main - City Traffic  
Alderman T. Cooke  
Alderman M. Kiss

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 88 -

TO ALTER JAMES STREET NORTH BETWEEN THE CNR MAINLINE  
AND BARTON STREET AS DESCRIBED IN SCHEDULE "A" HERETO

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to alter, establish and lay out any highway or part of a highway under its jurisdiction;

AND WHEREAS it is necessary to alter a portion of James Street North between the CNR mainline and Barton Street as described in more detail in Schedule "A" attached hereto;

AND WHEREAS the Council of The Corporation of the City of Hamilton, at its meeting held on February 9, 1988, in adopting Item 19 of the 3rd Report of the Transport and Environment Committee, authorized the altering of James Street North between the CNR mainline and Barton Street as described in Schedule "A" attached hereto;

AND WHEREAS Notice of this By-law has been published as required by Section 301 of the Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The altering of James Street North between the CNR mainline and Barton Street as described in Schedule "A" attached hereto be proceeded with.
2. The proper officials of The Corporation of the City of Hamilton are hereby authorized and directed to sign all documents and do all things necessary to implement these works.
2. Schedule "A" attached to this By-law is included in and shall be considered part of this By-law.
4. This By-law comes into effect on the date of its passing and enactment.

PASSED this 29th day of March, 1988.

City Clerk

Mayor

SCHEDULE "A"

TO BY-LAW NO. 88 -

DESCRIPTION OF WORKS TO BE UNDERTAKEN

James Street North

The sidewalk widening and pavement narrowing of James Street North between the CNR mainline and Barton Street





ACCOPRESS®



25070	YELLOW/JAUNE	BY2507
25071	BLACK/NOIR	BG2507
25072	BLUE/BLEU	BU2507
25073	R. BLUE/BLEU R.	BB2507
25074	GREY/GRIS	BD2507
25075	GREEN/VERT	BP2507
25077	TANGERINE	BA2507
25078	RED/ROUGE	BF2507
25079	X. RED/ROUGE X.	BX2507

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